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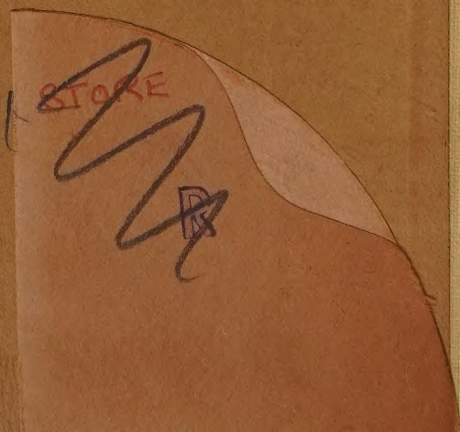

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VOL. II.

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BATTLES

OF THE

BRITISH NAVY,

BY

JOSEPH ALLEN,

HENRY G. BOHN, YORK STREET, COVENT GARDEN

1852.

BATTLES

OF

THE BRITISH NAVY

BY

JOSEPH ALLEN, ESQ., R.N.

OF GREENWICH HOSPITAL

NEW EDITION, REVISED AND ENLARGED

IN TWO VOLUMES

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BATTLES OF THE BRITISH NAVY.

1800.

At the commencement of this century, carronades were in general use in all classes of ships. The war was still prosecuted with vigour, although one of the first acts of Napoleon, on attaining the chief consulship of France, was to make proposals for peace. His terms, however, were inadmissible, and the overture was considered an artifice; for, had an armistice been concluded, Napoleon would, in all probability, have used it for the purpose of sending troops and stores to the colonies and acquired dependencies, with the design of renewing the war.

On the 18th of February, the French 74-gun ship Généreux was captured off Malta by the Mediterranean fleet under Vice-Admiral Lord Keith. The only person killed on board the Généreux was Rear-Admiral Perrée. This gallant officer was severely wounded in the eye by a splinter, but continued on deck giving orders, until a shot took off his right thigh, from which wound he died in a few minutes. The capture of the Généreux was accompanied by that of the supplies for the French garrison at Valetta.

Intelligence having reached Jersey that a French frigate was hovering about the islands, the 16-gun corvette Fairy and 18-gun brig-sloop Harpy, Commanders Joshua Sydney Horton and Henry Bazeley, weighed from St. Aubin's Bay, on the morning of the 5th of February, with a fresh breeze at north-west. At 11h. 30m. A.M., Cape Fréhel bearing south-east, distant six miles, a large ship was discovered running down along the land to the westward, and it was

determined to bring the stranger (which was the French 18-pounder 38-gun frigate Pallas, Captain Jacques Epron) to action. In order to draw her off the land, the Fairy and Harpy tacked to the northward. The Pallas immediately followed, and at 1h. P.M., having arrived within pistol-shot to windward of the British vessels, which were close together —the Fairy astern, an action commenced. The Harpy, putting her helm down occasionally, luffed across the bows of the Pallas, and raked her with much effect. The engagement continued in this manner until 3h. P.M., when the wind having changed to south-west, the Pallas bore up, and made sail. The British vessels, having repaired damages, made sail after the frigate, which latter, observing two sail ahead, had hauled up north-west, pursued by the Harpy and Fairy. The strangers were the 38-gun frigate Loire, Captain Newman Newman; 20-gun ship Danaë, Captain Lord Proby; and 16-gun sloop Railleur, Commander W. J. Turquand.

The Pallas used every possible means to deceive the British, but without effect. The Loire, Railleur, Harpy, and Fairy followed her closely, firing every gun which would bear, and receiving in return the fire of the frigate, and also that of a battery upon Seven Islands. At a little past midnight, the Harpy being on the weather quarter of the Pallas, gallantly engaged until hailed to say that the Pallas had surrendered. The loss on board the British ships was as follows:—Loire: three seamen killed, and Watkin Owen Pell (lost a leg), F. W. Eves, and J. A. Medway, midshipmen, and sixteen men wounded. Railleur: William Prothers, midshipman, and two seamen killed, and four wounded. Fairy: four seamen killed, Commander Horton, Peter Hughes, purser, four men badly and three slightly wounded. The Harpy had only one man killed and three wounded. The loss of the Pallas is not mentioned. The prize was a fine ship of 1,030 tons, quite new, and was added to the British navy as the Pique. Commanders Horton and Bazeley were promoted to post rank as soon as their conduct was made known. The naval medal for this action is awarded to the Fairy and Harpy only.

On the 2nd of March, the 12-pounder 36-gun frigate Néréide, Captain Frederick Watkins, being off the Penmarcks, chased a squadron of French privateers, consisting of

the Bellone, mounting twenty-four long 8-pounders and six brass 36-pounder carronades; Vengeance, of eighteen long 8-pounders; Favorite and Huron, each of sixteen guns; and Tirailleuse, of fourteen guns. Having arrived within gun shot of the enemy, which at first appeared disposed to engage, the squadron dispersed; but the Néréide succeeded, on the 3rd, after a chase of 123 miles, in overtaking the Vengeance, which was captured.

On the 20th of March, while the 32-gun frigate Mermaid, Captain Robert D. Oliver, and 16-gun sloop Peterel, Commander Francis W. Austen, were cruising off Marseilles, the latter was detached in-shore; and on the morning of the 21st, a convoy of fifty sail and three armed vessels were discovered and chased, and two merchant vessels captured by the Peterel's boats. The Peterel made all sail after the ships of war, then using every endeavour to escape; and one, mounting fourteen guns, and also a 6-gun xebeck, perceiving the Mermaid beating up towards them, ran on shore. The third — the French national 16-gun brig Ligurienne, Lieutenant Pelabond—was brought to action by the Peterel; and after a running fight of an hour and a half (in the course of which the Peterel was exposed to the fire of a 4-gun battery) the brig struck her colours, being then about six miles only from Marseilles. The Peterel had no one hurt, but the Ligurienne had her commander and one seaman killed and two seamen wounded. The Ligurienne was a very fine vessel, well equipped, and in excellent repair, only two years old. She was fastened throughout with screw bolts, but was not purchased into the naval service. The ship, which was the Cerf, was totally wrecked; but the xebeck, Lejoille, was got off and was carried into Marseilles. Commander Austen was promoted to post rank in the month of May following. The naval medal is awarded to the Peterel.

The squadron blockading Malta in the month of March was in command of Captain Troubridge, of the 74-gun ship Culloden, who had under his orders the 64-gun ship Lion, Captain Manley Dixon; 80-gun ship Foudroyant, Captain Sir Edward Berry; 74-gun ship Alexander, Lieutenant William Harrington, acting captain; and 36-gun frigate Penelope, Captain the Hon. Henry Blackwood, together with some smaller vessels. On the 30th, at 11h. P.M., the French

80-gun ship Guillaume Tell, Captain Saulnier, bearing the flag of Rear-Admiral Decrès, weighed from Malta harbour, and put to sea with a fresh gale at south, in the hope of escaping unseen. At 11h. 55m., however, she was discovered by the Penelope on the weather bow, coming down under a press of sail, with the wind on her starboard quarter, and Captain Blackwood immediately made the signal to the Vincego brig, Commander George Long, to convey the intelligence to the commodore, while the Penelope kept close to the Guillaume Tell. At 12h. 30m. A.M. the Guillaume Tell being on the weather quarter, the Penelope tacked, and luffing under the stern of the French ship, fired the larboard broadside ; then wearing round, the Penelope recrossed the Guillaume Tell, raking her with a starboard broadside. The French ship could only return this destructive fire from her stern guns, and the Penelope continued to harass the enemy with such effect that, just as the day dawned, the Guillaume Tell's main and mizen topmasts and the slings of her main-yard were shot away. The frigate's damages were very slight, and confined to her masts and sails ; but her master, Henry Damerell, was killed, and Henry W. Sibthorpe, midshipman, and two seamen, were wounded.

At a little past 5h. A.M. the Lion gallantly ranged up to leeward of the French ship, and discharged her broadside with great precision and effect ; she then luffed across the bows of her opponent, and falling on board, carried away the Guillaume Tell's jib-boom. In this position, aided occasionally by the Penelope, she continued for a quarter of an hour, at which time the two ships swang clear, and the Lion, much cut up in her rigging and sails, dropped astern, but still continued her fire. About 6h. the Foudroyant, under a press of sail, came up on the Guillaume Tell's starboard side ; Sir Edward Berry hailing the French ship to surrender, and at the same time pouring in her powerful broadside. The request, however, was disregarded, and the French ship returned the fire with so much effect, that her second broadside shot away the Foudroyant's fore-topmast, main-topsail-yard, jib-boom, and spritsail-yard, and her courses were cut into shreds. Thus crippled, she dropped astern, leaving the Lion upon the Guillaume Tell's larboard beam, and the Penelope on her quarter. At 6h. 30m. the French ship's

main and mizen masts fell, and the Foudroyant, having cleared the wreck, soon resumed her position on the starboard quarter of the enemy. At 8h. the Guillaume Tell's foremast fell over her side, and she became an unmanageable hulk, rolling her lower-deck ports under water. At 8h. 20m., finding further resistance unavailing, the French flag—the honour of which had never been better sustained — was hauled down. The Foudroyant's lower masts were badly wounded, and her mizenmast so much injured, that it fell shortly after the close of the action. The Lion had suffered much aloft.

The Foudroyant, out of a complement of 718 men and boys, had eight killed; Captain Sir Edward Berry (slightly), Lieutenant John A. Blow, Philip Bridge, boatswain, Edward West, Hon. Granville Proby, Thomas Cole, and Francis A. Collier, midshipmen, and fifty-eight seamen and marines, wounded. The Lion, out of her crew of 300, had Hugh Roberts, midshipman, and seven seamen and marines killed, and Alexander Hood, midshipman, and thirty-seven seamen and marines wounded. The Penelope had one killed and three wounded, as already stated, making the total loss amount to seventeen killed and 101 wounded. The Guillaume Tell had upwards of 200 killed and wounded in this heroic defence. The persevering gallantry of Captain Blackwood, his officers, and crew, to which the Guillaume Tell owed her capture, deserves every praise; for had it not been for the Penelope's knocking away the topmasts of the French ship, she would, in all probability, have escaped. Nor should the gallantry of Captain Dixon be forgotten. The Guillaume Tell was towed by the Penelope to Syracuse, and added to the British navy by the name of Malta, in which, except the Canopus, she was the largest two-decked ship. The naval medal for the capture of the Guillaume Tell is given to the Penelope and Vincego, to the exclusion of the Lion and Foudroyant.

On the 5th of April, a squadron, comprising the 74-gun ship Leviathan, Captain James Carpenter, bearing the flag of Rear-Admiral Duckworth; 74-gun ship Swiftsure, Captain Benjamin Hallowell; and 36-gun frigate Emerald, Captain Thomas M. Waller, fell in with a Spanish convoy of thirteen sail off Cadiz, under the protection of three frigates. At

3h. A.M. on the 6th, the Emerald captured a ship mounting ten guns, with a crew of seventy men; but at daybreak the convoy, with the exception of a brig which lay becalmed near the Emerald, had got out of sight. Lieutenant Charles M. Gregory, with the boats of the Leviathan and Emerald, was despatched to board the brig, and after a sharp contest of forty minutes, she was carried without loss on either side. She was called Los Anglese, and mounted fourteen guns and six swivels, with a crew of forty-six men. The British ships then proceeded in chase of three sail seen from the mast-head steering different courses; and at daybreak on the 7th, the Leviathan, after a stout resistance, captured the Spanish 34-gun frigates El Carmen and Florentina. The frigates together sustained a loss of fifty men killed and wounded. The prizes were ships of 900 tons, and were added to the British navy under the names of El Carmen and Florentine.

On the 13th of April, the cutter belonging to the 16-gun brig Calypso, Commander Joseph Baker, in charge of William Buckley, master, being under Cape Tiburon, at 11h. A.M., gallantly boarded and captured the French privateer schooner Diligente, mounting six guns, with a crew of thirty-nine men. Notwithstanding a heavy fire of musketry was opened upon the boat as she approached, only one man was wounded. The Diligente had seven badly wounded.

On the 21st of April, the hired 14-gun lugger Lark, Lieutenant Thomas H. Wilson, while cruising off the Texel, chased and drove on shore a large French cutter privateer. On the 25th, the Lark chased the French 14-gun cutter Imprenable, which ran aground on the Vlie island, where her crew of sixty men maintained a spirited defence for about two hours, after which the crew of the privateer were seen escaping to the shore, where they intrenched themselves behind some sand-hills. Sending the master, Thomas Geltins, to attack the party on shore, which had been keeping up a smart fire of musketry, Lieutenant Wilson, with the remaining boat, proceeded to board the cutter, which, in consequence of the successful attack of the master's party, he was enabled to board and carry without loss. The cutter was got afloat and brought out.

Genoa being in the possession of the French, and closely blockaded by the squadron under Vice-Admiral Lord Keith,

frequent bombardments took place under the orders of Captain Philip Beaver, of the 28-gun frigate Aurora. The French suffering much injury from these repeated attacks, determined to capture the vessels employed on the service, and fitted out a flotilla, consisting of one large galley, called the Prima (rowing fifty-two oars and mounting two long brass 36-pounders, besides smaller guns), an armed cutter, three settees, and several gun-boats. On the 20th of May this flotilla attacked the Audacious, the shot from the galley hulling her several times, but at sunset took up a position under the guns of the two moles and the city bastions. The British boats, however, stood in-shore for the fourth time, to attack the town and shipping, and at a little past midnight opened their fire. This was returned by the batteries, but more especially by the Prima, which was by this time moored with chains close to the inside of the eastern mole-head. Captain Beaver, feeling the effect of her long guns, determined, if possible, to carry her by boarding; and selecting ten boats, carrying about 100 officers and men, proceeded on this perilous service. In the darkness which prevailed, the boats fell in with a gun-boat, which commenced firing upon them; but without taking notice of this enemy, they dashed alongside the Prima. The gunwale of the galley projected three feet from the side, and this was surmounted by a strong bulwark, on the top of which blunderbusses and wall-pieces were fixed; the oars also were banked, and their looms or handles secured down to the thwarts, and the crew available for her defence amounted to 257 men, which, alarmed by the firing of the gun-boat, were all prepared for the attack. The Haarlem's boat, commanded by John Caldwell, midshipman, pushing under the oars, was the first to get alongside, and boarded her on the starboard side. Other boats quickly followed, and Captain Beaver, in the Minotaur's cutter, and Lieutenant William Gibson, in the Vestal's launch, by means of the images over the rudder-head and on her quarters, gained a footing on the poop-deck, where a considerable number of French soldiers were stationed. A short but desperate struggle ensued, but it ended in the capture of the galley, which was very soon released from her moorings and in tow of the British boats. The galley slaves readily manned the oars,

and, in the teeth of a tremendous fire of shot and shell, the Prima was conveyed in safety alongside the Minotaur. The loss was slight on the part of the galley, amounting only to one man killed and fifteen wounded; and the British had only five men wounded. The Prima measured 159 feet in length, and in breadth twenty-three feet six inches. In her hold were thirty large brass swivels. intended to have been mounted on her poop and forecastle.

On the 10th of June, as Rear-Admiral Sir John Warren, in the Renown; with the Defence, Captain Lord Harry Paulet; Fisgard and Unicorn, frigates, Captains Thomas B. Martin and Philip Wilkinson, was cruising off the Penmarcks, the boats were sent away to attack a convoy of brigs and chasse-marées lying at St. Croix, laden with wine and provisions for the Brest fleet. Eight boats were selected for the service, two from each ship, in charge of Lieutenants Henry Burke (Renown), William Dean, and Lieutenant of marines Mark A. Gerard (Fisgard), Thomas Stamp (Defence), and William Price (Unicorn), the whole of which quitted the Fisgard at 11h. P.M. Having to row against a head-wind, the boats were prevented reaching the objects of their attack until after daylight on the 11th, when, in the face of a heavy battery, three armed vessels, and a continual discharge of musketry from the shore, the British captured one gun-boat, two armed chasse-marées, and eight merchant vessels. The remainder escaped by running upon the rocks. This service was attended by no other casualty than three seamen and one marine wounded. Besides the above-named officers, acting Lieutenant Henry Jane, and master's mate John Fleming, and Lieutenant Killogrivoff, of the Russian navy, are honourably mentioned.

On the 1st of July, Sir John Warren, having the same squadron (with the exception of the Unicorn) under his orders, received information that a large convoy was at anchor under the island of Noirmoutier, determined on despatching the boats of the squadron to attempt its capture or destruction. The convoy was under the protection of the 20-gun corvette Therese, a 12-gun lugger, armed cutter, and two schooners, each mounting six guns. These, together with the convoy, were at anchor inside the sands, at the bottom of the bay, under cover of numerous batteries and

guns, planted in the best positions for defence. The boats having assembled alongside the Fisgard, departed, as soon as the night closed in, in three divisions, and altogether contained 192 officers, seamen, and marines. The expedition was commanded by Lieut. Henry Burke, of the Renown, assisted by Lieut. William Dean (Fisgard), and Lieuts. of marines John Thompson, Charles H. Ballingall (Renown), Mark A. Gerard (Fisgard), and William Garrett and Hugh Hutton, of the Defence. At about midnight the boats, after a very obstinate resistance, captured the Therese and three of the armed vessels, together with fifteen sail of merchant ships, laden with corn, flour, and other provisions and necessaries for the fleet in Brest. As the prizes could not be brought off, Lieutenant Burke ordered them to be destroyed, which was effectually done. Having performed this exploit without loss, the boats were returning to the ships; but before getting out of reach of the batteries, they grounded on a sand-bank, and in ten minutes were left high and dry. In this helpless situation the party became exposed to an incessant fire from the forts, and also from about 400 soldiers. Nothing daunted by their perilous situation, part of the boats' crews managed to get possession of one of the French row-boats, which still remained afloat, and in this vessel 100 officers and men succeeded in passing between and over the sands, and reached their ships; but ninety-two, including Lieutenants Burke, Thompson, and Ballingall, who were wounded, were obliged to surrender themselves prisoners.

On the 6th of July, Captain Henry Inman, in the 32-gun frigate Andromeda, having been intrusted with a squadron for the purpose of destroying some French frigates lying in Dunkirk, despatched Commander Patrick Campbell, in the 30-gun corvette Dart;[1] the gun-brigs Biter and Boxer, Lieuts. Samuel Norman and Thomas Gilbert; fire-ships

[1] The Dart and Arrow were experimental vessels, built from the plans of Bentham. They were sharp, both forward and aft, like a wherry, and sailed very fast in fine weather; their rig was peculiar, and altogether they were perfect originals. The armament of the Dart was thirty carronades, 32-pounders, fitted on the non-recoil principle, which, whatever might have been its disadvantages, enabled the men to load and fire with great celerity. Her complement was only 120 men.

Wasp, Falcon, Comet, and Rosario, Commanders John Edwards, Henry S. Butt, Thomas Leef, and James Carthew, together with cutters and small craft, on this service. The Dart and squadron made sail in-shore, and at midnight got sight of the 24-pounder 44-gun frigate Poursuivante, and 40-gun frigates Carmagnole, Désirée, and Incorruptible, moored in line ahead. The Dart, on approaching the outermost frigate, was hailed and asked from whence she came; to which Captain Campbell replied, "De Bordeaux." They next desired to know what the vessels astern were; but Captain Campbell answered—the Dart having by this time passed her —"Je ne sais pas." Determined to do the work effectually, the Dart continued her course for the inside frigate, and passed on unmolested until abreast of the third frigate, which fired a broadside. This salute the Dart returned from her fifteen double-shotted carronades, and, quickly reloading, prepared for the next ship. Having the cable passed aft, the anchor was let go, which brought her up by the stern; but not before she had run the Désirée on board, her jib-boom passing under the frigate's forestay. The first lieutenant (James M^cDermeit), at the head of about fifty seamen and marines, immediately sprang upon the frigate's forecastle, and in a short time the British sailors were in possession of the deck. Lieutenant M^cDermeit was badly wounded in the arm, and the French, numbering 200 or 300, observing the small number of the British, were about to rally, when Lieutenant W. J. Pearce, with a second division of boarders, being sent to their assistance, speedily reduced the enemy to subjection. In fifteen minutes from the commencement, the cables of the Désirée were cut and the ship underway; and this dashing exploit was performed with the loss of one seaman killed, and Lieutenant M^cDermeit, James Hall, master's mate, and nine seamen and marines wounded. The loss on board the Désirée was computed at 100 killed and wounded. While the Dart was attacking the Désirée, the hired armed cutters Kent and Ann, Lieuts. Robert B. Cooban and Robert B. Young, spiritedly engaged several French gun-boats, in which both had one man wounded. The gun-brig Biter had her commander wounded on the same service. The fire-ships were admirably conducted, and were not abandoned until completely in flames.

Commander Thomas Leef and one seaman were wounded by the explosion of the Comet. The frigates, however, cut their cables and avoided them. The Désirée was got over the bar with some difficulty, and being a fine new ship of 1,015 tons, was added to the British navy, and was soon afterwards commissioned by Captain Inman. Commander Campbell, being posted, was appointed to the 20-gun ship Ariadne. Lieutenant M^c^Dermeit was promoted on the 17th of July following, but did not long enjoy his rank, as his name disappears from the list of 1802. Mr. Hall was promoted in August, 1801. The naval medal has been granted for this action.

On the 25th of July, at 6h. P.M., the Danish 18-pounder 40-gun frigate Freya, Captain Krabbe, in charge of a convoy, was fallen in with, in the North Sea, by the 28-gun frigate Nemesis, Captain Thomas Baker, having a squadron in company. Captain Krabbe refusing to allow any of the ships under his convoy to be searched, and having fired upon a boat sent away with that intention, the Nemesis and Arrow sloop opened fire upon the Danish frigate, and after a short action, in which the Nemesis and Arrow had each two men killed, the Freya hauled down her colours, having suffered a similar loss. This action was the ostensible cause of the rupture with the northern powers.

On the 26th of July, Lieutenant Jeremiah Coghlan (acting), commanding the 10-gun cutter Viper, attached to the squadron of Sir Edward Pellew, watching Port Louis, proposed to cut out a French gun-brig, mounting three long 24-pounders and four 6-pounders, moored, with springs on her cables, within pistol-shot of three batteries, and within a mile of a French seventy-four and two frigates. Permission being granted, Lieutenant Coghlan was intrusted with a ten-oared cutter, manned by twelve volunteers from the squadron, to which he added Silas Hiscutt Paddon, midshipman, and six seamen, from the Viper, in all twenty men. Another boat from the Amethyst and one from the Viper accompanied them. As they approached, it was discovered that the brig was fully prepared; but, although the other boats were a great way astern, the lieutenant pushed on and boarded the brig on the quarter. Owing to the extreme darkness of the night, the leader jumped into a

trawl net, which was hung up to dry, and while thus entangled was wounded in the thigh by a pike; several of his men were also wounded, and the whole, after much severe fighting, forced back into their boat. Having hauled further ahead, another attempt was made, but the boarders were a second time repulsed. The third attempt was more successful; and the Cerbère was carried, with the loss, out of a crew of eighty-seven, of six men killed and twenty—including all her officers—wounded. Lieutenant Coghlan and Mr. Paddon were both severely wounded, the former in two, and the latter in six places, and one seaman was killed and eight wounded. The other boats now joining, took the prize in tow, and brought her out under a heavy but ineffectual fire from the batteries. Mr. Coghlan, although he had not served the prescribed time, was confirmed in his rank, and the officers and men of the squadron bearing testimony to the extreme gallantry of the affair, generously relinquished all claim to the prize in favour of those immediately concerned in her capture. The naval medal has been awarded for the above splendid achievement.

On the 4th of August, the 64-gun ship Belliqueux, Captain Rowley Bulteel, being off the coast of Brazil with a fleet of outward-bound East Indiamen under her protection, fell in with the French 40-gun frigate Concorde, Commodore J. F. Landolphe; 36-gun frigates Médée and Franchise, Captains J. D. Coudin and Pierre Jurien, and a prize schooner tender. At 7h. the French squadron stood towards the convoy; but at noon, having approached within a few miles, the warlike appearance of the ships induced the French to bear up under all sail, steering different courses. The Belliqueux chased the Concorde, and directed the Indiamen—Exeter, Captain Henry Meriton, with the Bombay Castle, Coutts, and Neptune, Captains John Hamilton, Robert Torin, and Nathaniel Spens—to pursue the Médée. The Concorde was overtaken and captured by the Belliqueux at 5h. 30m. P.M., after a short resistance. At 7h. P.M., the Exeter ranging up alongside the Médée, with all her ports up, Captain Meriton demanded the surrender of the frigate. This demand, to the infinite surprise of Captain Meriton, was complied with, the French captain believing his frigate to be under the guns of a line-of-battle ship, and con

sidering any attempt at defence fruitless. The Franchise escaped.

On the morning of the 20th of August, the 18-pounder 38-gun frigate Seine, Captain David Milne, being in the Mona Passage, chased the French 18-pounder 40-gun frigate Vengeance, Captain Pichot. The French frigate being unable to weather Cape Raphael, bore up and made all sail, followed by the Seine. At 11h. 30m. P.M., the Seine brought the Vengeance to action, but being much cut up in sails and rigging, dropped astern, nor could she regain her position until 8h. A.M. on the 21st. Having succeeded in getting alongside the Vengeance, a close action commenced, which continued until 10h. 30m., when the French frigate, having lost her fore and mizen masts and main-topmasts, all of which fell on board, and being much shattered in her hull, surrendered. The Seine lost none of her spars, but her mainmast was badly wounded. Her loss, out of 281 men and boys, amounted to Lieutenant George Milne and twelve seamen killed, and the master, Andrew Barclay, Lieutenant of marines Archibald Macdonald, — Horne, captain's clerk, and twenty-three seamen and marines wounded. The Vengeance, out of a crew of 326 men, had thirty killed and seventy wounded. The Vengeance was a fine ship of 1,180 tons, and was added to the British navy under the same name. The first lieutenant of the Seine, Edward Chetham, was promoted to the rank of commander, on the 7th of November following. The naval medal is awarded for the above action.

On the 24th of August, the French 40-gun frigates Diane and Justice sailed from Valetta, hoping to evade the blockading force, but were quickly perceived by the squadron under Captain George Martin, and Captain Shuldham Peard, in the 32-gun frigate Success, closed with the Diane, and compelled her to surrender. The Diane had only 114 men on board when she commenced the action, which accounts for her trifling resistance. The Justice effected her escape. The prize, a fine ship of 1,140 tons, was added to the navy under the name of Niobe.

On the 29th of August, Lieutenant Henry Burke, still of the Renown, being released from French prison, was favoured with another opportunity of distinguishing him-

self. As the squadron of Sir John Warren was passing along the Spanish coast, a ship was observed running into Kio, and this vessel having sheltered herself under the batteries near Redondella, Vigo Bay, it was determined to cut her out. Lieutenant Burke was accordingly intrusted with twenty boats belonging to the squadron, with which he proceeded to the attack. At a little past midnight, the boats were observed in their approach by the enemy, which was the Spanish 18-gun privateer Guêpe, having a crew of 160 men, who gave a cheer, to show they were prepared for the attack. The boats, however, dashed on, and in fifteen minutes the Guêpe was carried, with the loss to the British of three seamen and one marine killed; and Lieutenants Burke, John H. Holmes, and Joseph Nourse (of the Courageux), twelve seamen, and five marines, wounded. The Guêpe had twenty-five men killed, her commander (mortally) and thirty-nine wounded. Lieutenant Burke was most deservedly promoted to the rank of commander immediately afterwards. The naval medal is awarded for this action to those present in the boats of the Renown, Impétueux, London, Courageux, Amethyst, Stag, Amelia, Brilliant, and Cynthia.

On the 5th of September, the fortress of Valetta and its dependencies capitulated; and on the same day Malta was taken possession of by the British forces, under Major-General Pigott and Captain George Martin. In the port were the 64-gun ships Athénien and Dégo, and the frigate Carthagénaise. The Athénien was added to the British navy.

On the 3rd of September, the 74-gun ship Minotaur, Captain Thomas Louis, and frigate Niger, armed *en flûte*, Commander James Hillyar, being off Barcelona, perceived the Spanish 22-gun corvettes Esmeralda and Paz at anchor in the roads. It being determined to cut them out, eight boats, under Commander Hillyar, assisted by Lieutenants Charles M. Schomberg and Thomas Warrand; James Reid, master, and Lieutenant of marines John Jewel, and Midshipmen James Lowry and Richard S. Haly, proceeded towards the shore at 8h. P.M. As they approached, the Esmeralda fired her broadside; but before she could reload, the boats were alongside, and she was boarded and gallantly carried. As soon as the cheers of the boarding party announced the

surrender of the Esmeralda, the Paz cut her cables and endeavoured to run ashore ; but the boats reached her before she could effect this, and the Paz also was brought out, notwithstanding a heavy fire from four batteries, ten gun-boats, and two schooners, and a fort on an eminence, which threw shells. The loss amounted to two seamen and one marine killed, James Reid (master of the Minotaur) and four seamen wounded. The Spaniards had four killed and twenty-one wounded. The Esmeralda and Paz were laden with provisions and stores.

On the 13th of September, the Dutch authorities at Curaçoa sent a deputation to Captain Frederick Watkins, of the Néréide, claiming the protection of England from the French revolutionary party in possession of the west end of the island, and Curaçoa was surrendered in due form to his Britannic majesty by the governor. Previously to this event, Amsterdam had been closely watched by the frigate, and also by the 8-gun schooner Active, Lieutenant Michael Fitton acting. This vessel was stationed close to the harbour, off which were lying, moored under Fort Piscadera, five or six French privateers, the position of which was too strong to warrant a regular attack. Lieutenant Fitton, however, having observed that it was the custom of the officers to repair on shore at a certain hour to dine at the fort, determined to create a little amusement, which, owing to his paltry force, was all he could expect to do. Marking the time when the boats quitted the privateers, the Active, under all sail, ran into the harbour, and having got close to the privateers, brought to, and fired two or three broadsides in quick succession right into their sterns. Instantly all was bustle, the fort was quickly manned ; but Lieutenant Fitton, having secured a fair wind out, remained as long as the safety of his vessel permitted, and continued to fire upon the privateers, and also upon the boats reconveying the officers from the fort to the vessels. The forts quickly opened upon the little schooner, but the artillerists did not succeed in hulling her. Her sails, however, were much cut, and the shot frequently dashed the spray upon the vessel's deck.

On the 8th of October, the 4-pounder 10-gun schooner Gipsy, tender to the Leviathan, Lieutenant Coryndon Boger, had a smart action off Guadaloupe with the French sloop

Quidproquo, of four long 8-pounders and ninety-eight men, principally soldiers, commanded by M. Tourpie. After an engagement of an hour and a half, the sloop surrendered, having her captain and four seamen killed, and eleven wounded. The Gipsy had three seamen killed, and Lieutenant Boger and nine wounded.

On the 27th of October, four boats belonging to the 38-gun frigate Phaëton, Captain James Nicoll Morris, under the orders of Lieutenant Francis Beaufort, assisted by Lieutenant George Huish, Lieutenant of marines Duncan Campbell, and Midshipmen Augustus B. P. P. Hamilton and Anthony C. Stanton, proceeded to the attack of the Spanish 14-gun polacre San Josef, lying under the protection of five guns on the fortress of Fuengirola, near Malaga. The launch being unable to keep up with the barge and cutters, the latter three, at 5h. A.M. on the 28th, under a heavy fire of musketry, boarded, and, in spite of a desperate resistance, carried the polacre. The boats were also fired at by a French privateer schooner, which had entered the roadstead unseen. One seaman was killed, and Lieutenant Beaufort (severely), Lieutenant Campbell, Mr. Hamilton, and one seaman wounded. The San Josef, whose crew comprised thirty-four seamen and twenty-two soldiers, had nineteen men wounded. The prize was commissioned as a British sloop of war, and named the Calpé. Lieutenant Beaufort was promoted to the rank of commander in November A naval medal has been granted for this exploit.

On the 13th of November, at daylight, the 16-gun schooner Milbrook, Lieutenant Matthew Smith, being off Oporto, discovered the Bellone, French privateer, of thirty guns. By the aid of her sweeps, the Milbrook closed, and at 8h. A.M. commenced the action with this formidable enemy. Lieutenant Smith was induced to seek this unequal contest in order to test the efficiency of the Milbrook's armament, which consisted of 18-pounder carronades, on the non-recoil principle. The action was fought within musket-shot, and so rapid and effective was the fire from the British schooner, that at 10h. the Bellone's colours were hauled down. The Milbrook, however, had received much damage, and not having a boat that would swim, was unable to take possession of her prize; and the Bellone, availing herself of a light air

of wind, made sail, and, rehoisting her colours, escaped. Out of forty-seven men, the Milbrook had eight seamen and one marine severely wounded; and Thomas Fletcher, master, J. Pariter, surgeon's mate, and one seaman, slightly wounded. The Bellone was armed with long 8-pounders on the main deck, and six brass 36-pounder carronades on her quarter-deck and forecastle, with a crew of 250 men; of which number twenty were killed, and forty-five wounded, including her captain. Lieutenant Smith was promoted to the rank of commander in February, 1801, and the merchants of Oporto, to mark their sense of his gallantry, presented him with a piece of plate, value £50.

On the 17th of November, the 74-gun ship Captain, Captain Sir Richard Strachan, and frigate Magicienne, Captain William Ogilvy, with the cutter Nile and lugger Suwarrow, Lieutenants George Argles and James Nicholson, while cruising near the Morbihan, chased into Port Navalo the French 20-gun corvette Réolaise. In the evening, the boats of the squadron, under Lieutenant William Hennah, assisted by Lieutenants Charles Clyde and Richard W. Clarke, proceeded to the attack of the corvette. The boats approached, in spite of a heavy fire from all sides of the shore, and, after a short struggle, the Réolaise was captured. The prize was set on fire and destroyed. One seaman killed and seven wounded, was the loss sustained by the British. On the 7th of December, the cutters Nile and Lurcher, Lieutenants George Argles and Robert Forbes, dispersed and captured part of a French convoy in Quiberon Bay.

On the 10th of December, the 16-gun brig Admiral Pasley, Lieutenant Charles I. Nevin, was captured off Ceuta by two large Spanish gun-boats, after a very gallant defence, in which she had three seamen killed, and Lieutenant Nevin, Mr. Gibbs, master, and eight seamen wounded.

1801.

THE northern powers, taking umbrage at the right of search practised by British cruisers, formed an alliance, and having assumed a menacing attitude, rendered a corresponding measure on the part of the British government imperative. In February, Spain and Portugal joined the confederate nations, and England, single-handed, was at war with the world.

On the 3rd of January, five boats from the 38-gun frigate Melpomene, Captain Sir Charles Hamilton, under the orders of Lieuts. Thomas Dick and William Palmer, with Lieut. of marines William Vivyan, and Lieut. Christie, of the African corps, proceeded to attack the French 18-gun brig Sénégal and a schooner, in the Senegal River. At 9h. 30m. P.M., the boats left the Melpomene, and pulled in safety through a surf which broke heavily on the bar, unseen from the battery at the point, and at 11h. 10m. arrived within a few yards of the brig's bows. The brig, on discovering their approach, opened fire from her bow guns, and at the first discharge killed Lieutenant Palmer and seven men, and two boats were sunk. The remaining three boats dashed on, boarded the brig, and, after a very hard fight of twenty minutes, carried the enemy, on board which were sixty men, commanded by Citizen Renou. The schooner cut her cable and took shelter under a battery on the south side of the river. The brig was got under sail; but owing to an ebbing tide and a want of knowledge of the river, she grounded on the bar, and it was found necessary to quit her. After pulling through a very heavy surf, exposed to a fire of grape and musketry from the shore, the boats regained the Melpomene. The brig was soon up to her gunwales in the quicksand, and totally destroyed. The loss amounted to Lieuts. Palmer and Vivyan, Robert Main, midshipman, six seamen, one marine, and a corporal of the African corps, killed; and Lieut. Christie, John Hendrie, master's mate, Robert Darling,

surgeon's mate, ten seamen, and five marines, wounded: total, eleven killed, and eighteen wounded.

On the evening of the 17th of January, the French schooner Eclair, mounting four long guns and twenty swivels, with a crew of forty-five men, having anchored under the protection of two batteries at Trois Rivières, Guadaloupe, the Garland tender, accompanied by the boats of the 20-gun ship Daphne, Captain Richard Matson, 18-gun ship-sloops Cyane and Hornet, Commanders Henry Matson and James Nash, under the command of Lieuts. Kenneth Mackenzie and Francis Peachey, proceeded to cut her out. The Garland, having on board Lieutenant Peachey, together with twenty-five seamen and marines, however, undertook the business alone; and having succeeded at daylight on the 18th in getting alongside the Eclair, after a short struggle captured her, with the loss of two men killed and three wounded. The Eclair was a fine vessel of 145 tons, and was added to the British navy as a 12-gun schooner.

On the 20th of January, the 28-gun frigate Mercury, Captain Thomas Rogers, captured off Sardinia, after a nine hours' chase, the French corvette Sans-Pareille, mounting eighteen brass 8-pounders and two 36-pounder carronades. The Sans-Pareille made no resistance. She was laden with shot, arms, &c., for the French army in Egypt.

On the 26th of January, the French 36-gun frigate Dédaigneuse was chased off Cape Finisterre by the 12-pounder 36-gun frigate Oiseau, Captain Samuel Hood Linzee. The frigates Sirius and Amethyst, Captains Richard King and John Cooke, joined in the pursuit, and the Dédaigneuse was captured, after a running fight of forty minutes, in which she had twenty men killed and wounded. The prize measured 900 tons, and was added to the British navy under her French name.

The Active, whose adventure under Fort Piscadera we have just related,[1] having returned to Jamaica, was found to need a thorough repair, which would occupy some considerable time; and Lieutenant Fitton, in order to keep his crew together, obtained permission from Rear-Admiral Duckworth to fit out temporarily one of the Active's prizes,

[1] See page 15, *ante*.

to cruise in while the tender was repairing. The vessel selected was a Spanish felucca of about fifty tons burden, and exceedingly shallow, but in fine weather sailed fast. Her armament consisted of a long 12-pounder gun on a pivot, which, by means of a screw, was raised from or lowered into the hold. Having with difficulty crammed the crew into this crazy vessel, Lieutenant Fitton put to sea in January, and stood over to the Spanish main, where he succeeded in capturing and destroying several Spanish privateers and small craft, which had for a long time infested the commerce of the islands. A succession of bad weather, together with the leaky state of the felucca's deck, having caused much sickness on board, Lieutenant Fitton took possession of a small key near Point Canoe, where he landed his sick, and endeavoured to remedy some of the defects of his vessel. These, however, were for the most part irremediable: her rigging and sails were rotten, and he possessed no store either of canvass or rope; but as the felucca's sails were larger than necessary, Lieutenant Fitton, by altering the rig more into that of a lugger, reduced them, and from the canvass saved he made sail-twine, and repaired the sails. Thus refitted, the felucca quitted the key and stood over towards Porto Bello, in the hope of making a prize of some vessel which should be more seaworthy, and which would carry himself and crew back to Jamaica.

On the 23rd of January, early in the morning, being off Cape Rosario, a schooner was discovered in-shore, which made sail towards the felucca; but the latter allowed the schooner to close before showing any hostile intention. The stranger was the Spanish guarda costa Santa Maria, mounting six (but pierced for ten) long 6-pounders and ten swivels, with a crew of sixty men, commanded by Don Josef Corói; which, having approached within musket-shot to windward, hauled up, and suspecting the character of the felucca, refused a closer contact. Lieutenant Fitton's intention was to board; but being denied an opportunity, he could only resort to his gun, which, being raised from the hold, was discharged with such quickness and precision, that, after thirty minutes' mutual cannonading, the Santa Maria crowded sail for the Isle of Varus, closely followed by the British vessel. To escape her persevering adversary, the Santa Maria at length

ran ashore, and in a few minutes the felucca grounded within a few yards of her. The Spanish crew still keeping up a galling fire of musketry, Lieutenant Fitton, having no boat, gallantly jumped overboard with his sword between his teeth, and, followed by several of his crew, swam to the schooner, and after much resistance, gained possession of the vessel. By means of the anchors and cables of the prize, the felucca (having first thrown her gun overboard) was hove off; and as the inhabitants were assembling in great numbers on the shore, and annoying the crew with musketry, it was found necessary to destroy the schooner. After allowing her crew to land, and taking from her all that could be removed, she was set on fire. In this affair, the tender had two seamen killed and five wounded. Many in the sick-list, on hearing the order given to board, unmindful of the doctor's injunctions, quitted their hammocks and jumped overboard with the rest, but being excessively weak, were with difficulty preserved from drowning. The loss of the guarda costa, as owned to by her officers, amounted to five men killed and nine wounded, including her commander, very badly. Having effected this gallant service, Lieutenant Fitton[1] made sail for Jamaica, and arrived in Black River on the fourth day, with scarcely a gallon of water on board.

On the 29th of January, the 24-gun ship Bordelais, Captain Thomas Manby, while off Barbadoes, was chased by two French national brigs and a schooner. At sunset, the Bordelais having shortened sail, the Curieux, of eighteen long 8-pounders, Captain Radelet, Mutine, of sixteen long 6-pounders, and schooner Espérance, of six 4-pounders, got within range. At 6h. P.M., the Bordelais having wore round, brought the Curieux to action within half pistol-shot; which was maintained by the brig for thirty minutes, her consorts having abandoned her at the onset. The brig, finding the 32-pounders of the Bordelais too much for her, was compelled to surrender, after having had fifty men killed and wounded,

[1] At the peace which followed at the end of this year, this dashing officer returned to England; and although he had been acting for about six years, in each of which he had seen much service, the Admiralty, in consequence of some informality in his acting order, refused to confirm him in the rank of lieutenant!—and he afterwards served near two years before this rank was conferred upon him.

including the captain, who had both legs shot off, and who only survived a few hours. The Bordelais had one man killed, and Lieut. Robert Barrie, James Jones, master's mate, John Lions, midshipman, and four seamen wounded. The Curieux foundered at 8h. P.M.; and midshipmen Spence and Auckland, with five seamen of the Bordelais, perished in her, along with a great portion of the wounded.

On the 31st of January, a squadron, consisting of the following ships, arrived in Marmorice Bay, on the coast of Karamania.

Guns.	Ships.	
80	Foudroyant.....	Admiral Lord Keith, K.B. (blue Captain Philip Beaver „ William Young
74	Kent	Rear-Adm. Sir R. Bickerton, Bt. (white) Captain William Hope
	Ajax	„ Hon. A. Inglis Cochrane
	Minotaur	„ Thomas Louis
	Northumberland	„ George Martin
	Tigre	„ Sir Wm. Sidney Smith
	Swiftsure.....	„ Benjamin Hallowell

with frigates, flûtes, and transports, amounting in all to seventy sail, having on board 16,000 troops, under General Sir Ralph Abercromby. This fleet sailed from Marmorice, and reached Alexandria on the 1st of February, and on the same day anchored in Aboukir Bay; but a succession of northerly gales had caused so heavy a swell, that the disembarkation was delayed until the 8th.

At 3h. A.M. on this day the signal was made for the boats, in number 320, to assemble near the Mondovi, Captain John Stewart, anchored about a gun-shot from the shore; and at 9h. A.M. the flotilla, formed in a double line abreast, with the accuracy of a column of soldiers, pulled steadily towards the shore, flanked at each end by gun-boats and an armed cutter. The whole were under the direction of Captain Cochrane, of the Ajax, assisted by Captains James Stevenson (Europa), George Scott (Stately), John Larmour (Diadem), Charles Apthorp (Druid), and John Morrison (Thisbe), and by the several agents of transports. The launches, containing the field artillery, as well as a detachment of seamen to co-operate with the army, were under the direction of Captain Sir Sidney Smith, assisted by Commanders Peter Ribouleau

(Astrea), David Oliver Guion (Eurus), John G. Saville (Experiment), John Burn (Blonde), and James Hillyar (Niger). The bomb-vessels Tartarus and Fury, Commanders Thomas Hand and Richard Curry, were placed at the proper distance for throwing shells; and the sloops Peterel, Cameleon, and Minorca, Commanders Charles Inglis, Edward O'Bryen, and George Miller, were moored close to the beach, with their broadsides bearing upon it. The battalion of marines appointed to act with the army was commanded by Lieutenant-Colonel Walter Smith.

The French troops assembled to dispute the landing amounted to about 7,000 men, under General Friant, which were formed behind the sand-hills; and on a steep hill a battery of fifteen pieces of heavy artillery was advantageously placed, and field-pieces and mortars were planted with equal skill. As the boats approached the shore, a very destructive cannonade was opened from the guns on the heights, and also from the castle of Aboukir, to which was soon added a constant roar of musketry, as well as grape-shot from the sand-hills. The boats, however, moved on in excellent order, and in a short time the troops were disembarked on the beach, and quickly dashed on at the enemy, which, after a sharp contest, were driven from their position. The boats returned for the second division; and before the evening of the 9th, the whole army, together with their stores and provisions, were landed.

Sir Sidney Smith was ther detached, with 1,000 seamen, to serve with the army, which with their usual energy, under their daring leader, dragged cannon up the heights. The loss sustained on the whole, including that occasioned by landing the troops, amounted to twenty-two men killed, and Lieutenants John Bray (Stately), George Thomas (Europa), and Francis Collins (Dolphin); Richard Ogleby, master's mate (Charon); John Finchley (Swiftsure), John Donellan (Iphigenia), and Edward Robinson (Dictator), midshipmen (the latter mortally), and sixty-three seamen, wounded. The army had, on the same occasion, 124 killed and 585 wounded.

On the 12th of February the British army moved forward, and on the 13th a battle was fought, in which the seamen and marines took a very distinguished part, and Mr. Wright

(midshipman) and five seamen were killed, and nineteen seamen wounded; and Lieuts. of marines Paul Hussey and John Linzee Spea, and twenty-two were killed; and Major William Minto, Captain Robert Torkington, Lieuts. John Perry and George Peebles, two sergeants, and twenty-nine privates, wounded. The army had 186 killed and 1,135 wounded. For the subsequent operations of the British army, and the death of Sir Ralph Abercromby, we must refer our readers to our military historians. A naval medal has been granted to those who participated in this arduous service.

The 32-gun frigate Success, Captain Shuldham Peard, was captured on the 13th of February by a French squadron under M. Ganteaume.

On the 18th of February, the 18-gun sloop Penguin, Commander Robert Mansel, being in lat. 28° 24′ north, lon. 18° 17′ west, on her way to the Cape of Good Hope with despatches, discovered three ships on her weather quarter, bearing west-north-west, the leading one a corvette, having twelve ports of a side. The corvette, at a little past noon, edged off the wind to close the Penguin, which in the meanwhile had shortened sail, and got ready to receive her. But a nearer approach induced the French commander to alter his design, and he tacked to rejoin his consorts. The Penguin also tacked, and at 5h. 10m. arrived within gun-shot of the corvette, which then, with her companions, fired a shot and hoisted French colours. After much manœuvring, the largest of the enemy's ships (apparently a store-ship) appeared to meditate running the British brig on board; but a well-directed broadside from the latter caused this ship to let fly her top-gallant sheets, and haul down her colours. Captain Mansel, without waiting to take possession of a beaten enemy, hauled to the wind in pursuit of the corvette, and at 7h. 45m. was on the point of renewing the engagement when her fore-topmast went over the side, on which the corvette bore up to attack her, and a very spirited action ensued. The engagement lasted till 8h. 30m. P.M., when the corvette again hauled to the wind, and discontinued the action. The damages to the sails and rigging of the Penguin, in consequence of the description of missile fired from the corvette's guns (iron bars about twelve inches in length), were very

great; but having repaired them, and got up another topmast, she again made sail in chase, and at daylight on the 19th regained sight of them; but all three succeeded in reaching Teneriffe. The Penguin's loss, in consequence of the high firing of the corvette, was one man killed and a few wounded.

On the 19th of February, at 4h. P.M., the 18-pounder 36-gun frigate Phœbe, Captain Robert Barlow, when about two leagues to the eastward of Gibraltar, working up for that place, with the wind at west, discovered a ship under a press of sail steering to the eastward. The Phœbe immediately hove about, and made sail after the stranger, and at 7h. 30m., by good sailing, arrived up on the larboard quarter, and fired a gun as a signal for her to heave to. The stranger, which was the French 40-gun frigate Africaine, Commodore Saulnier, from Rochefort, bound to Egypt, having on board 400 troops, finding an action inevitable, shortened sail, and hauled up on the larboard tack. The Phœbe also hauled up to windward, and the two ships being abreast of each other, engaged with great spirit until 9h. 30m., when the Africaine, having her decks covered with killed and wounded, and her masts, sails, and rigging very much damaged, with five feet water in the hold, struck her colours. The carnage on board the Africaine was terrific. Of her crew and troops—together 715 persons—she had Commodore Saulnier, a brigadier-general, three surgeons (killed in the cockpit), ten officers, and 185 seamen and soldiers, killed; and General Desforneaux, two generals of brigade, her first lieutenant (Jacques Magendie), thirteen inferior officers, and 125 seamen and soldiers, wounded: total, 200 killed, and 143 wounded. The Phœbe's crew numbered 239 men, of whom she had one seaman killed, and her first lieutenant, John Wentworth Holland, Thomas Griffiths, master, and ten seamen wounded. Both ships reached Mahon about a fortnight after the action. Captain Barlow received the honour of knighthood, and Lieutenant Holland was promoted to the rank of commander. The prize was added to the British navy as an 18-pounder 38-gun frigate, under the name of Amelia. The naval medal has recently been awarded to the survivors of this action.

On the 22nd of March, the frigates Andromache and

Cleopatra, Captains Israel Pellow and Rober Lawrie, cruising off the north-east coast of Cuba, observed a convoy of twenty-five Spanish vessels, known to be richly laden, at anchor in the Bay of Levita, under the protection of three armed galleys. The boats were accordingly despatched, under the command of Lieutenant Joseph Taylor, of the Andromache, and at midnight arrived within gun-shot of the galleys, which received them with a heavy and destructive fire of grape, langridge, and musketry. The boats, however, dashed on, and boarded; but having suffered a heavy loss in the execution of this service, it was found impracticable to carry off more than one trophy. Several boats were sunk, and the loss amounted to Lieutenant Taylor, William M^cCuin, master's mate, William Winchester, midshipman (both of the Cleopatra), and six seamen killed, and twelve wounded. The loss on board the Spanish vessels was also severe.

The threatening attitude assumed by the northern powers just alluded to having rendered some step necessary on the part of the British government, a fleet was despatched from Yarmouth Roads on the 12th of March, under the command of Admiral Sir Hyde Parker, having Lord Nelson as his vice-admiral. This fleet consisted of eighteen sail of the line, with frigates and bomb-vessels, &c., having on board the 49th regiment, two companies of the rifle corps, and a detachment of artillery. On the 21st, the fleet anchored at the entrance of the Sound. Mr. Vansittart, in the Blanche frigate, who had preceded the expedition, and had gone on to Copenhagen, returned to the fleet on the 23rd, together with Mr. Drummond, the British *chargé d'affaires* at Copenhagen, when it appeared that all the terms proposed by the English government had been rejected, and that the Danes were using every means to resist an attack.[1]

[1] While these negotiations were under discussion, an officer of distinction, and high in favour with the crown prince, arrived on board the admiral's ship, with a verbal answer to some of the proposals. Finding some difficulty in making himself understood, the officer was requested to submit his communication in writing, and a pen (none of the best, probably) was offered to him for the purpose. Observing that it had seen much service and required mending, the officer, whose wit was

After some little delay, the British fleet got underway at 6h. A.M. on the 30th, and with a fine breeze at north-north-west, formed in line ahead and proceeded up the Sound; the van division commanded by Vice-Admiral Lord Nelson, the centre by Sir Hyde Parker, and the rear by Rear-Admiral Thomas Graves. At 7h. A.M., the batteries at Elsineur opened fire upon the Monarch, but without doing any damage; and only a few ships fired in return, except the bomb-vessels, which threw more than 200 shells into Cronenburg and Helsingen, doing much execution. The only casualty in the British fleet was occasioned by the bursting of a 24-pounder on board the Isis, by which accident seven men were killed and wounded. The fleet continued its course, keeping within a mile of the Swedish shore, on which only eight guns were mounted, and thus avoided the fire of 100 pieces of cannon mounted in the castle of Cronenburg.

About noon, the fleet anchored above the island of Huën, and fifteen miles below Copenhagen. The three admirals, with Captain Domett, Colonel Stuart, and others, then proceeded in the Lark lugger to reconnoitre the defences of the enemy; and in the evening a council of war was held on board the London, at which Lord Nelson offered to conduct an attack with ten sail of the line and all the smaller vessels. This proposal was accepted by Sir Hyde Parker, who added two ships of the line to the force demanded, and the following were selected for this service:—

Guns.	Ships.	
74	Elephant	Vice-Admiral Lord Nelson, K.B. (blue) Captain Thomas Foley „ Thomas M. Hardy
	Defiance	Rear-Admiral Thomas Graves (white) Captain Richard Retalick
	Edgar	„ George Murray
	Monarch	„ James Robert Mosse
	Bellona	„ Sir Thomas Boulden Thompson
	Ganges	„ Thomas Francis Fremantle
	Russell	„ William Cuming

sharp enough, remarked, sarcastically, that if their guns were not better pointed than their pens, they would not make any very great impression on the walls of Copenhagen.

Guns.	Ships.		
	Agamemnon ..	Captain	Robert Devereux Fancourt
64	Ardent	,,	Thomas Bertie
	Polyphemus ..	,,	John Lawford
50	Glatton	,,	William Bligh
	Isis	,,	James Walker
	Frigates.		
38	Amazon	,,	Henry Riou
36	Désirée	,,	Henry Inman
	Blanche	,,	Graham E. Hammond
32	Alcmène	,,	Samuel Sutton
24	Jamaica	,,	Jonas Rose
Ship-sloops.	Arrow	Commander	William Bolton (act.)
	Dart.....	,,	John F. Devonshire
Brig-sloops.	Cruiser.....	,,	James Brisbane
	Harpy	,,	William Birchall
Bombs.	Discovery	,,	John Conn
	Explosion	,,	John H. Martin
	Hecla	,,	Richard Hatherill
	Sulphur	,,	Hender Whitter
	Terror	,,	Samuel C. Rowley
	Volcano	,,	James Watson
	Zebra	,,	Edward S. Clay
Fire-ships.	Zephyr.....	,,	Clotworthy Upton
	Otter	,,	Geo. McKinley

Also launches from most of the ships of the fleet, with anchors and cables to assist ships on shore, &c.

The Danes, in order to render the approach—at all times exceedingly intricate—more difficult, had removed the buoys, and Lord Nelson, accompanied by Captain James Brisbane, proceeded in his boat to rebuoy the outer channel.

On the morning of the 1st of April, the fleet weighed, and anchored again about six miles from Copenhagen, off the north-western extremity of the middle ground, which shoal extends along the whole sea front of the city, with the King's Channel inside, about three-quarters of a mile in width, in which channel the Danish block-ships, radeaus, prames, and gun-vessels, were moored. In the forenoon, Lord Nelson embarked on board the Amazon, and again reconnoitred the Danish force; and soon after his return at 1h. P.M., ordered the signal to weigh to be hoisted on board the Elephant. This signal was received by loud cheers from the different ships of the fleet; and in a very short time the vice-admiral's squadron, amounting in all to thirty-six sail, were underway, and formed in two divisions, with a

light but favourable air of wind, leaving Sir Hyde Parker at anchor with the undermentioned eight sail of the line :—

Guns.	Ships.	
98	London	Admiral Sir Hyde Parker (blue) Captain Wm. Domett
	St. George	,, Robert Waller Otway ,, Thomas Masterman Hardy[1]
74	Warrior	,, Charles Tyler
	Defence	,, Lord Henry Paulet
	Saturn	,, Robert Lambert
	Ramillies.....	,, Jas. Wm. Taylor Dixon
64	Raisonnable ..	,, John Dilkes
	Veteran	,, A. Collingwood Dickson

The Amazon leading, the British squadron passed along the edge of the middle ground until it had reached the southern extremity, and at about 8h. P.M. anchored, the headmost ship of the British being then about two miles from the southernmost ship of the Danish line. During the night, Captain Hardy was employed in sounding the channel, and passed completely round one of the enemy's floating batteries unperceived; and about 11h. P.M. returned to the Elephant, and reported the depth of water close up to the Danish fleet.

The following is a description of the Danish force, which consisted principally of two-decked ships, most of them being old and dismantled; to which were added square floating batteries, radeaus, and frigates, and other old vessels; but all were well manned and armed, and fully provided to maintain a desperate resistance :—

[1] Serving as a volunteer on board the Elephant. The St. George was Lord Nelson's proper flag-ship.

Name.	Description.	Mounting Guns of					Total.	No. of Men.
		36-Pdrs.	24-Pdrs.	18-Pdrs.	12-Pdrs.	8-Pdrs.		
Provesteen....	Block-ship ..	28	28	..	..	..	56	515
Wagner	,,	..	48	..	..	..	48	361
Rensburg	Prame	..	20	..	..	..	20	216
Nyburg	,,	..	20	..	..	..	20	209
Jutland	Block-ship ..	..	24	..	24	..	48	396
Suersishen	Radeau	..	..	20	..	..	20	117
Cronburg	Block-ship ..	..	22	..	..	..	22	196
Hajen.....	Radeau	..	..	20	..	..	20	155
Dannebrog....	Block-ship ..	..	24	..	24	14	62	336
Elwen	,,	..	6	..	..	..	6	80
Grenier's float	Radeau	..	24	..	..	..	24	120
Aggerstans ..	Prame	..	20	..	..	..	20	213
Zealand	74-gun ship ..	..	30	30	..	14	74	529
Charl Amelia	Block-ship ..	..	26	..	..	..	26	225
Sohesten	Radeau	..	18	..	..	..	18	126
Holstein... ..	60-gun ship ..	..	24	..	24	12	60	400
Indosforethen	Block-ship ..	..	26	..	26	12	64	390
Hielpern	Frigate	20	..	..	..	20	20	265
		48	360	70	98	72	628	4,849

At the northern extremity of this line, which extended above a mile and a half, were the two Trekroner batteries formed on piles; one mounting thirty long 24-pounders, and the other thirty-eight long 36-pounders, with furnaces for heating shot. These batteries were each commanded by two two-decked block-ships, the Mars and Elephanten, not included in the foregoing list. A chain was thrown across the entrance to the inner harbour (as it may be termed, to distinguish it from the outer roadstead in which the flotilla was moored), which was also protected by the crown batteries, and in addition by the 74-gun ships Trekroner and Dannemark, a 40-gun frigate, two brigs, and some armed boats, which latter were provided with furnaces for heating shot. On the island of Amag, to the southward of the line, were several gun and mortar batteries. The whole Danish force was under the command of Commodore

Olfert Fischer, who had his broad pendant flying on board the 62-gun ship Dannebrog.

At 8h. A.M. on 2nd of April, the signal was made for the captains of the several ships, to each of which Lord Nelson assigned their several stations. The intention was that all the ships of the line should take their places abreast of the enemy's ships, anchoring by the stern; while the frigates were to attack the ships off the harbour's mouth, and to rake the southern extremity of the Danish line. It was also intended that the 49th regiment, under Colonel Stewart, and 500 seamen, under Captain Fremantle, should storm the largest of the crown batteries. These plans, however, were many of them frustrated by the accidents which happened. At 9h. 30m., wind south-east, the pilots assembled on board the Elephant, and their want of knowledge and indecision became evident, and it would have been well had the opinion of Captain Hardy been taken. However, the signal was made to weigh. The Edgar led, and the Agamemnon was to have followed her; but the wind being scant, and a strong tide running, the latter found it impossible to get round the end of the shoal, and after two or three attempts was compelled to anchor. The Polyphemus then became the second ship, followed by the Isis. The Bellona, owing to the ignorance of her pilot — although she had rounded the point—got ashore on the middle ground, about 450 yards from the rear of the Danish line, where, however, she was within reach of the enemy's shot; and the Russell following her leader very closely, also grounded, with her jib-boom almost over the Bellona's taffrail.

The Elephant, bearing Lord Nelson's flag, was the next ship, but, in opposition to the pilots, on observing the accident to two of his ships, the Elephant's helm was put a-starboard, and she passed to the westward, and on the larboard side of the Bellona; the remaining ships following the same course, succeeded in getting into action. At 10h. the firing commenced; but the ships principally engaged for the first half-hour were the Polyphemus, Isis, Edgar, Monarch, and Ardent. At 11h. 30m. the Glatton, Elephant, Ganges, and Defiance, as well as several of the smaller vessels, had reached their several stations; and the Désirée, by directing a raking fire at the Provesteen, drew part of her attention

from the Isis, which ship, however, suffered very severely. The strong tide prevented the Jamaica and the gun-vessels from getting near enough to take part in the action, nor did the bombs perform much service. The grounding of the Bellona and Russell, and the absence of the Agamemnon, occasioned some of the British ships to have more than one opponent. The Amazon suffered considerably, Captain Riou having anchored her, with three other frigates and the sloops, abreast of the Trekroner batteries.

The engagement had continued three hours, and no ship in the Danish line had ceased firing. On the other hand, signals of distress were flying on board the Russell and Bellona, and the Agamemnon had hoisted that of inability. The Veteran, Defence, and Ramillies had been detached to reinforce Lord Nelson; but their progress was so slow, that Sir Hyde Parker was induced to order the signal to be made to discontinue the action. The signal officer of the Elephant reported to Lord Nelson that No. 39 (the signal for leaving off action) was flying on board the admiral's ship, and asked if he should repeat it. "No," said his lordship; "but answer it." The answering pendant was accordingly hoisted. Immediately afterwards his lordship demanded if the signal for close action was still flying on board his own ship; and being answered in the affirmative, replied, "Mind you keep it so."[1]

[1] Lord Nelson now paced the deck moving the stump of his right arm in a manner which always indicated great emotion. "Do you know," said he to Mr. Ferguson, "what is shown on board the commander-in-chief?" "No. 39." "What does that mean?" "To leave off action." Shrugging up his shoulders, he repeated the words, "Leave off action now! —— me if I do. You know, Foley," turning to the captain, "I have only one eye, and I have a right to be blind sometimes;" and putting his glass to his blind eye in that mood which sports with bitterness, he exclaimed, "I really do not see the signal." Presently he exclaimed, "Keep my signal for close action flying; that is the way I answer such signals. Nail mine to the mast."* The Defiance kept No. 16, for close action, flying at the maintop-gallant masthead, and repeated the recall of the commander-in-chief at the lee maintop-sail yardarm, where of course it was hardly visible.—*Southey.*

* It has been stated that, in making this signal of recall, Sir Hyde had no intention of defeating Lord Nelson's measures; but, on the contrary, that the signal was only intended to justify Lord Nelson, if his lordship should see cause for discontinuing the action.

The frigates about this time hauled off from the Crown batteries; but as the Amazon exposed her stern to their heavy fire, Captain Riou was cut in two, and many others added to the slain. At 1h. 30m. P.M. the firing of the Danes slackened, and before 2h. it had ceased in all the ships astern of the Zealand; but none of the vessels would allow the British to take possession; and as the boats approached for that purpose, they were fired at by the Danes, continually reinforced from the shore. This extraordinary mode of warfare irritated Lord Nelson, who was almost induced to order the fire-ships in to burn the surrendered vessels; but he first determined to try the effect of negotiation, by addressing a letter to the Crown Prince of Denmark. His lordship's letter ran thus:—"Vice-Admiral Lord Nelson has been commanded to spare Denmark, when no longer resisting. The line of defence which covered her shores has struck to the British flag; but if the firing is continued on the part of Denmark, he must set on fire all the prizes that he has taken, without having the power of saving the men who have so nobly defended them. The brave Danes are the brothers and should never be the enemies of England." A wafer was handed his lordship for the letter; but with that coolness and ability which ever distinguished him, he remarked that this was no time to appear hurried and informal, and ordered a candle to be brought from the cockpit. His lordship sealed the letter with wax, affixing a larger impression than usual. Sir Frederick Thesiger (a young commander, acting as one of Lord Nelson's aides-de-camp) was then despatched on shore with the letter and a flag of truce, and meeting the Crown Prince at the sally-port, delivered the letter.

In the mean time, the cannonade was continued by the Defiance, Monarch, and Ganges, which in a short time silenced the Indosforethen, Holstein, and the ships next them in the Danish line. The approach of the Defence, Ramillies, and Veteran, also rendered the case of the Danes hopeless. The great Crown battery, however, having been reinforced with 1,500 men, continued firing; and it was deemed advisable to withdraw the ships from before it while the wind continued fair. Preparations were making for carrying this into effect, when the Danish adjutant-general, Lindholm, appeared bearing a flag of truce, upon which the

action, which had raged incessantly for five hours, totally ceased. The message from the Crown Prince was to inquire the precise object of Lord Nelson's note, when the latter replied in writing that humanity was his object; that he consented to stay hostilities; that the wounded Danes should be taken on shore; that he would take his prisoners out of the vessels, and burn or carry off the prizes as he thought fit; and concluded by expressing a hope that the victory he had gained would lead to a reconciliation between the two countries. This answer being returned, the final adjustment of the terms was referred to the commander-in-chief.

During the interval, the British ships were moved from their stations in the line, in doing which several grounded; the Elephant and Defiance, in particular, remained fast for many hours, about a mile from the Trekroner battery. Lord Nelson soon afterwards quitted the Elephant, and repaired on board the London, whither the Danish adjutant-general had preceded him.

The following table shows the loss sustained by the ships of the British squadron, in the order in which they entered the action:—

Ships.	Killed.	Wounded.	Ships.	Killed.	Wounded.
Désirée	—	4	Brought over	139	420
Russell	—	6	Ganges	7	1
Bellona	11	72	Monarch	56	164
Polyphemus	6	25	Defiance	24	51
Isis	33	88	Amazon	14	23
Edgar	31	111	Blanche	7	9
Ardent	30	64	Alcmène	5	19
Glatton	18	37	Dart	3	1
Elephant	10	13	Total	255	688
Carried over	139	420			

The following are the names of the officers killed and wounded:—Désirée: Lieutenant Andrew King, wounded. Bellona: Captain Thompson (leg amputated), Lieutenants Thomas Wilks and Thomas Southey, Master's mate James Emerton, Midshipmen John Anderson, Edward Daubeney, William Sitford, and William Figg, wounded. Polyphemus:

Midshipman James Bell, killed; Boatswain Edward Burr, wounded. Isis: Master Daniel Lamond, Lieutenant of marines Henry Long, Midshipmen George McKinlay and Thomas Ram, killed; Lieutenant of marines Richard Cornack, Midshipmen Reuben Pain, Simon Fraser, and Charles Jones, wounded. Edgar: Lieutenant Edmund Johnson and Lieut. of marines Benjamin Spencer, killed; Lieuts. Joshua Johnson and William Goldfinch, Midshipmen Thomas Gahagan, William Whimper, James Ridge, Peter Proctor, and William Domett, wounded. Ardent: Midshipman George Hoare, killed. Glatton: Lieutenant William Tindall, Master's mate Robert Thompson, Midshipman John Williams, wounded. Elephant: Captain James Bawden, of the rifle corps, and Master's mate Henry Yaulden, killed; Midshipmen Robert Gill and Hugh Mitchell, wounded. Ganges: Master Robert Stewart, killed. Monarch: Captain Mosse, killed; Lieutenant William Minchin, Boatswain William Joy, Midshipmen Henry Swimmer, William Johnson Bowes, Thomas Harlowe, George Morgan, and Philip Le Vesconte, Lieutenants James Marrie, of the marines, and James Dennis, of the 49th regt., wounded. Defiance: Lieutenant George Gray, killed; Midshipman James Galloway, Boatswain Lewis Paterson, Clerk Harry Niblet, wounded. Amazon: Captain Riou, Midshipman Hon. George Tucket, Clerk Joseph Rose, killed; Master's mates James Harvey and Philip Horn, wounded. Alcmène: Acting Lieutenant Henry Baker, Lieutenant of marines Charles Meredeth, Boatswain Charles Church, Master's mate George A. Spearing, wounded. Dart: Lieutenant Richard Edwin Sandys, wounded.

The above is the official return, and does not include the slightly wounded, which amounted to a great many. Of those numbered amongst the wounded a large proportion were dangerously, and many mortally; and Mr. James estimates that on the whole the British loss may be thus stated:—killed and mortally wounded, 350; recoverably and slightly, 850. It is quite evident that so heavy a loss could only have resulted from cool and steady firing on the part of the Danes, who did not aim at dismasting the British ships; indeed only one ship (the Glatton) lost a topmast. Several ships had guns disabled. The loss on board the Danish

ships, according to the very lowest estimate, amounted to between 1,600 and 1,800 men killed and wounded, and probably far exceeded the highest of these numbers.

The following table shows in what manner the Danish force was disposed of:—

Name.	Whether Burnt or Captured, &c., and by what Ships principally engaged.
Provesteen, Wagner	Taken and burnt, having been abandoned by the Danes when the guns were useless. (Désirée, Russell, Bellona, and Polyphemus.)
Rensburg	Driven on shore and burnt by the British. (Isis.)
Nyburg	Escaped, afterwards sunk. (Edgar.)
Jutland, Suersishen, Cronberg, Hagen	Taken and burnt by the British. (Edgar and Ardent.)
Dannebrog	Caught fire, and blew up after the action. (Glatton.)
Elwen, Grenier's float	Escaped. (Glatton.)
Aggerstans	Ditto; afterwards sunk. (Elephant.)
Zealand	Driven under the Trekroner battery, and taken, afterwards burnt. (Elephant.)
Charl. Amelia, Sohesten	Taken, and burnt. (Ganges.)
Holstein	Ditto; carried away. (Monarch.)
Indosforethen	Ditto; burnt. (Monarch.)
Hielpern	Escaped. (The whole were flanked by Defiance, Amazon, Blanche, Alcmène, and Dart.)

After despatching to England the Monarch, Isis, and Holstein prize, the fleet quitted Copenhagen on the 12th of April, and taking out their guns, which were put on board merchant ships, all, except the St. George, entered the Baltic through the channel of the Grounds, to the great astonishment of the Swedes. Learning that a Swedish squadron of nine sail of the line was at sea, Sir Hyde Parker steered for the northern extremity of the island of Bornholm; but the Swedish admiral took refuge under the forts of Carlscrona. Here a negotiation was opened, which ended

on the 22nd by his Swedish majesty's agreeing to treat for all existing differences.[1]

On the 23rd, a lugger joined the fleet from the Russian ambassador at Copenhagen, containing pacific overtures, also, from Alexander the First, who by the death of Czar Paul had succeeded to the imperial crown. The thanks of both houses of parliament were voted to the admirals, captains, officers, seamen, and marines, under the command of Sir Hyde Parker; but the only mark of royal approbation bestowed upon those actively engaged, was the investment of Rear-Admiral Graves with the order of the Bath. Commanders Devonshire, Brisbane, and Birchall were posted, and the following senior lieutenants of the ships engaged promoted to the rank of commander:—Samuel Bateman (Russell), David Mudie (Defiance), Andrew Mott (Ardent), John Yelland (Monarch), Robert Tinklar (Isis), Robert Brown Tom (Glatton), Edward Hodden (Polyphemus), John Delafons (Bellona), Joseph Ore Masefield (Amazon), William Morce (Ganges), William Wilkinson (Elephant), William

[1] Mr. Alexander Briarly, master of the Bellona, relates the following anecdote of Nelson:—"The St. George, in which Lord Nelson's flag was flying, although ready to proceed over the shoals, was delayed by contrary winds at Copenhagen; but intelligence being received by his lordship from the admiral, who with the fleet was at Bornholm, that a Swedish squadron was at Carlscrona, Lord Nelson instantly quitted the St. George in an open six-oared cutter to join Sir Hyde Parker. "Without even waiting for a boat-cloak," says Mr. Briarly (although you may suppose the weather pretty sharp here at this season of the year, and having to row about twenty-four miles, with the wind and current against him), he jumped into the boat, and ordered me to go with him (I having been on board the St. George, to remain till the ship got over the Grounds). All I had ever seen or heard of him could not half so clearly prove to me the singular and unbounded zeal of this truly great man. His anxiety in the boat, for nearly six hours, lest the fleet should have sailed before he could get on board of one of them, and lest we should not catch the Swedish squadron, is beyond conception. I will quote some of his expressions in his own words. It was extremely cold, and I wished him to put on a great-coat of mine which was in the boat. 'No; I am not cold: my anxiety for my country will keep me warm. Do you think the fleet has sailed?' 'I should suppose not, my lord.' 'If they have, we will follow them in the boat, by ——.' The distance to Carlscrona was *about* 50 *leagues*. At midnight, however, Lord Nelson reached the Elephant, on board which ship he rehoisted his flag."

Bolton (Arrow), George Langford (Jamaica), and Joshua Johnson (Edgar).

On the 3rd of April, the 36-gun frigate Trent, Captain Sir Edward Hamilton, while lying at anchor off the Isles of Bréhat, discovered at daylight a French cutter and lugger, with a ship steering towards Plampoul. The boats of the Trent, under Lieutenants George Chamberlayne, Robert Scallon, and John Bellamy, Thomas Hoskins, master, and Lieutenant of marines Walter Tait, were sent in pursuit; on seeing which, many boats put off from the shore, and, assisted by the lugger, took the ship in tow. The French lugger, as well as the boats, were driven on shore under the batteries, and the ship boarded by Lieutenants Chamberlayne and Tait; but the crew had deserted her. Two seamen were killed, and Lieutenant Tait lost his right leg.

The 14-gun brig Speedy, Commander Lord Cochrane, having committed great depredations upon the Spanish coasting trade, several vessels were despatched to endeavour to capture her. One of the cruisers sent in search was the Gamo, a large xebeck, mounting twenty-two long 12-pounders on her main-deck, and eight long 8-pounders and two heavy carronades on her quarter-deck and forecastle, with a crew of upwards of 300 men. The force of the Speedy was only fourteen long 4-pounders, and her crew had been reduced to fifty-two men. Early in April, the Speedy fell in with this formidable vessel, and, allured by the deceptions practised, was drawn within hail, when the force of the enemy was discovered. Desirous of avoiding an engagement, Lord Cochrane ordered Danish colours to be hoisted, and an officer in Danish uniform answered the hail of the Spaniard; but the latter requiring some further proof of their national character, sent a boat alongside with an officer. But before the boat from the Gamo got fairly alongside, she was hailed, and the officer informed that the brig had lately quitted one of the Barbary ports, and that a visit from the Spanish boat would of course subject the Spanish vessel to a long quarantine. This was sufficient; and after the interchange of a few courtesies, the vessels separated.

On the 6th of May, when off Barcelona, the Gamo again hove in sight, standing towards her; and as it would have been difficult to repeat the deception, and, moreover, as the

Speedy's officers and men were most anxious for the encounter, Lord Cochrane determined on engaging. At 9h. A.M. the two vessels got within gun-shot, and the Speedy, being then to leeward of the Gamo, tacked, and opened her fire upon the enemy. The Gamo returned the Speedy's fire, and bearing up, endeavoured to board her; but the intention being perceived, the Speedy bore up also. A second attempt was also frustrated; but the action having continued forty-five minutes, and the Speedy's loss becoming heavy from the fire of the Gamo, it was determined that the British crew should make a similar attempt. Accordingly the Speedy was laid alongside, and Lord Cochrane at the head of forty men (the remainder being disabled by wounds and sickness), sprang upon the deck of the Gamo, on which were near 300 men. For about ten minutes the struggle was desperate; but the valour and impetuosity of the British was irresistible, and the Gamo became the Speedy's prize. In the boarding attack, only one seaman was killed; and Lieutenant Richard W. Parker (severely, both from a musket-ball and the sword), the boatswain, and one seaman wounded; making, with the loss previously sustained, four seamen killed, and the two officers and six men wounded. The Gamo had her commander (Don Francisco de Torris), the boatswain, and thirteen men killed, and forty-one wounded. When Lord Cochrane boarded the Gamo, the surgeon, Mr. James Guthrie, took the helm, and performed this duty in a very satisfactory manner. The Speedy, with her prize, arrived at Port Mahon. This action earned for the Speedy's commander a name which his subsequent brilliant services could hardly enhance. He was immediately posted, and Lieutenant Parker was promoted to be commander. A naval medal commemorates this gallant action.

On the 25th of May, intelligence having reached Captain Thomas Rogers, of the 28-gun frigate Mercury, that the Bulldog, late British bomb-vessel, Commander Barrington Dacres (which had entered the port of Ancona, ignorant that the port was in possession of the French), was then lying in the Mole, laden with supplies for the army in Egypt, he determined to attempt her capture. At 10h. 30m. P.M., the boats of the Mercury, in command of Lieutenant William Mather, quitted the frigate, and entering the har-

bour at midnight, succeeded in gaining complete possession of the Bulldog, without having been hailed by the French sentinels on board or on shore. The seamen in the Mercury's boats then cut the cables of their prize, loosed her sails, and took her in tow; but as the alarm had by this time spread, a heavy fire of great guns and small-arms was opened from the mole. A light air of wind meanwhile enabled the Bulldog to get beyond the reach of the batteries, but unfortunately the wind soon died completely away, and she drifted with the current along shore. A number of gun-vessels and boats were then observed coming out to attack her, and Lieutenant Mather finding it impossible to avoid being overpowered if he held possession any longer, for the Bulldog's French crew were with difficulty kept under hatches, determined on quitting the prize which his gallantry had won. This was effected; the British loss amounting to one seaman and one marine killed, and four seamen wounded. The Bulldog was afterwards retaken by the 24-gun ship Champion, Captain Lord William Stuart.

On the 9th of June, the Speedy, still under the command of Lord Cochrane, who had not then been superseded, having fallen in with the 18-gun brig Kangaroo, Commander George C. Pulling, received intelligence of a Spanish convoy, which was discovered under a battery in Old Castile, protected by a 20-gun xebeck, three gun-boats, and a square tower, apparently mounting twelve guns. The two brigs stood in (the Speedy leading), and anchored within half gun-shot of the battery. Although reinforced by two other gun-boats, and a 12-gun felucca, the fire of the brigs in the course of a few hours sank the xebeck and three of the gun-boats, and silenced the battery. The remaining felucca and gun-boats still resisting, the British boats proceeded in-shore at night to complete the business, under the orders of Lieutenant Thomas Foulerton, of the Kangaroo, and Benjamin Warburton, of the Speedy, assisted by the Hon. M. A. Cochrane, William Dean, and Thomas Taylor, midshipmen. The boats succeeded in bringing out three brigs laden with wine, and on their return Lord Cochrane took the command, and proceeded a second time on this service, but found the remainder either scuttled or driven on shore. The ammunition of the brigs failing, they were unable to level the

battery, as they otherwise would have done. The loss consisted of Thomas Taylor killed, and Lieutenants Foulerton and Thomas Brown Thompson, and seven seamen wounded.

On the 23rd of June, Lieutenant Mather, in the Mercury's boats, assisted by Lieutenant of marines James Wilson, and by the boats of the brig El Corso, Commander William Ricketts, captured a piratical tartan, which had taken refuge among the small islands of Tremiti, in the Gulf of Venice, and dispersed the pirates.

On the 24th of June, the British 74-gun ship Swiftsure, Captain Benjamin Hallowell, was captured by a division of the Toulon fleet under M. Ganteaume, after making every possible effort to escape, and having two men killed, and Lieutenant Lewis Davis and seven men wounded. The Swiftsure was carried into Toulon.

On the 13th of June, Rear-Admiral Linois, with the 80-gun ships Indomptable and Formidable, 74-gun ship Desaix, and 38-gun frigate Muiron, put to sea from Toulon, bound to Cadiz, intending to join a French squadron of six sail of the line; but, delayed by adverse winds, did not arrive in sight of Gibraltar until the 1st of July. On the 3rd, the Speedy, Captain Lord Cochrane, was fallen in with, and after a long and skilfully-conducted retreat, captured. Having learned that Cadiz was blockaded by a superior force, Linois bore up for Algesiras; and at 5h. P.M. on the 4th, anchored in front of the town. The British squadron off Cadiz at this time consisted of—

Guns.	Ships.	
80	Cæsar	Rear-Adm. Sir Jas. Saumarez (blue) Captain Jahleel Brenton
74	Pompée	„ Charles Sterling
	Spencer	„ Henry D'Esterre Darby
	Venerable	„ Samuel Hood
	Superb	„ Richard Goodwin Keats
	Hannibal	„ Solomon Ferris
	Audacious	„ Shuldham Peard
Frigate	Thames	„ Askew Paffard Hollis

Brig Pasley; and hired armed lugger Plymouth, Lieut. Robert Elliot.

On the 5th of July, at 2h. A.M., Lieutenant Richard Janvrin, who had been despatched for that purpose in a boat from Gibraltar, by Captain G. H. L. Dundas, of the Calpé, arrived on board the Cæsar with intelligence of the

arrival of the French squadron at Algesiras. Sir James Saumarez, after despatching the Pasley to recall the Superb, employed blockading the river Guadalquivir, immediately proceeded in search of the enemy.

The wind being very light on the 6th, the admiral was drifted out of sight of the Superb, Thames, and Pasley; and at 4h. A.M., on the 7th, the squadron was standing into Algesiras Roads, in the following order:—Venerable, Pompée, Audacious, Cæsar, Spencer, and Hannibal. At 7h., the Venerable having rounded Cabrita Point, descried the enemy's squadron, and a signal was then made from the Cæsar, directing the ships to engage the enemy as they arrived up. Linois had moored his ships in line ahead thus:—Formidable, abreast the battery of San Jago; mounting five long 18-pounders; Desaix, about 500 yards astern, and Indomptable, about the same distance from the latter ship. The Muiron was a little within the Isle of Verda; three gun-boats were anchored to the south-west of that island, four others between Fort San Jago and the Formidable, and seven off a point of land about half a mile to the northward of the tower of Almirante.

At 7h. 50m., the battery on Cabrita Point fired at the Pompée, then running in with a fine breeze, while the Venerable, from the partiality of the wind, lay becalmed at some distance on her starboard bow. The Venerable was also passed by the Audacious; but the Cæsar, and two remaining ships, were a long distance astern, striving hard to get up. At 8h. 30m., the Muiron opened her fire on the Pompée, as did the other ships successively; and as it was by this time nearly calm, the Pompée, after firing her broadside at the enemy's ships as she passed, anchored at 8h. 45m. close on the Formidable's starboard bow; but the latter, soon afterwards slipping her outer cable, hauled further towards the shore. A little before 9h., the Audacious, and shortly after, the Venerable, dropped their anchors; the first, from the baffling winds, being abreast, but much further from the Indomptable than the captain intended, and the second, at a still greater distance on the quarter of the Formidable. The engagement now commenced, and was maintained with great fury between the four French ships (materially assisted by the gun-boats and

batteries) and the three British ships, which had reached the anchorage. In about half an hour the Pompée, owing to the strength of the current—others say from a slant of wind—canted with her bow towards the broadside of the Formidable, and while in this position suffered much. At 9h. 15m., the Cæsar anchored ahead of the Audacious, and opened her broadside upon the Desaix, and the Hannibal, in a few minutes afterwards, anchored within hail of the Cæsar, and on her starboard bow. The Spencer was so far to leeward, that she could only get within reach of the Spanish batteries, from which hot shot and shells were fired.

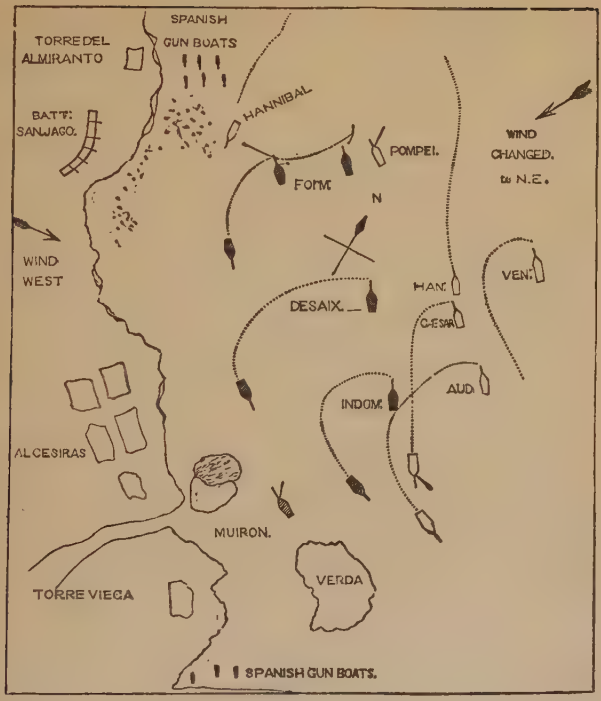
At 10h., Captain Ferris having been hailed and ordered to proceed in-shore and rake the Formidable, the Hannibal's cable was cut, and all sail made accordingly, and having stood to the northward until she could fetch the Formidable, the Hannibal tacked, and, about 11h. A.M., as she was in the act of hauling up to cross the hawse of the French ship, unfortunately took the ground. A signal was instantly made to the admiral, and boats were despatched to her assistance; but Captain Ferris, finding all exertion to get the ship off unavailing, sent them away again. A light breeze about this time springing up from the north-east, Linois made the signal for his ships to cut and run ashore. The Formidable cut, but brought up again with her larboard broadside to the enemy. The Desaix grounded upon a shoal facing the town, and the Indomptable upon one to the north-east of the Isle of Verda, with her larboard bow towards the sea.

Sir James Saumarez ordered his ships to follow the French admiral's example, and the Cæsar immediately cut, and wearing round, hove to and brought her broadside to bear upon the bows of the Indomptable, and about noon shot away her fore-topmast. The Cæsar then let go her anchor, and was soon joined by the Audacious. The Venerable and Spencer, in spite of every exertion, were prevented by the variable winds and calms from getting near enough to attack the other French ships and the battery on the Island of Verda; and the Pompée, after remaining an hour without being able to take any part in the second attack, her captain waiting for orders, was at

length recalled, and, cutting her cables, was towed out of the bay by her boats. The Audacious and Cæsar,[1] having drifted near the island battery, were much cut up by it, and, at 1h. 30m. P.M., a light air coming off the land, the Cæsar and Audacious, Venerable and Spencer, made sail on the starboard tack, leaving the dismasted and shattered Hannibal in the hands of the enemy. At 2h. P.M. the Hannibal's colours were hauled down, and presently re-hoisted with the Union downwards, which induced Captain Dundas, of the Calpé, which had approached from Gibraltar, to send his boats under the command of Lieutenant Thomas Sykes to her assistance, but they were detained by the French, who by this time had gained possession of the British ship.

The following diagram may probably make the affair clearer.

[1] "When in the hottest part of the action, the Cæsar broke her sheer, and could not get her guns to bear, when the captain ordered a cutter to be lowered down to convey a warp to the Audacious, but the boat was found to be knocked to pieces. Before other means could be resorted to, Michael Collins, a young sailor belonging to the mizen-top, seized the end of a lead-line, and exclaiming 'You shall soon have a warp,' darted from the taffrail and swam with the line to the Audacious, where it was received, and by means of it a hawser run out."—*Brenton.*



The British loss was as follows :—Cæsar : William Grave, master, six seamen, and two marines, killed ; G. W. Forster, boatswain, eighteen seamen, and six marines, wounded ; and Richard Best, mate, and seven seamen missing, probably drowned. Pompée : Robert Roxburgh, master, Midshipman — Steward, ten seamen, and three marines, killed ; and Lieutenants Richard Cheeseman, Arthur Stapledon, and Thomas Innes, Curry and Hillier, master's mates, J. Hibberd, midshipman, fifty-three seamen, and ten marines, wounded. Spencer : — Robert Spencer, volunteer, and five seamen, killed ; and Joseph Chatterton, midshipman, twenty-three seamen, and three marines, wounded. Venerable : William Gibbons, midshipman, and seven seamen, killed ;

and Silvester Austen and Martin Collins, midshipmen, twenty seamen, and three marines, wounded. Hannibal: Lieutenant of marines James D. Williams, David Lindsey, captain's clerk, and sixty-eight seamen, and five marines, killed; and Lieutenant John Turner, John Wood, master, Lieutenant of marines George Durnford, William Dudgeon, midshipman, forty-four seamen, and fourteen marines, wounded; and six seamen missing, who probably fell overboard with the masts. Audacious: eight seamen killed; and Lieutenant of marines R. J. W. Day, and twenty-five seamen, and six marines, wounded; total, 121 killed, 240 wounded, fourteen missing. The Cæsar and Pompée — particularly the latter — received much damage in masts, sails, and rigging; and the Venerable lost her mizen-topmast, but the other ships did not materially suffer in that respect. The French loss amounted to 306 killed, including Captains Moncousu and Lalonde, and about the same number wounded.

Linois, having got his ships afloat, applied to Admirals Dumanoir and Masseredo, at Cadiz, to send a squadron to his relief; and on the 8th, Vice-Admiral Joachim de Moreno, with six sail of the line and some frigates, was ordered to repair to the outer road, to be ready for a start with the land wind on the next morning. This movement was however observed by that vigilant officer Captain Keats, who, in the Superb, with the Thames and Pasley, continued watching the port.

On the 9th, at daylight, the Spanish squadron put to sea from Cadiz, and, preceded by the Superb, Thames, and Pasley, steered towards the Straits. In the afternoon of the same day, the Pasley stood into Gibraltar with the signal flying for an enemy; and, at 3h. P.M., as the Spanish squadron hauled round Cabrita Point, the Superb and Thames anchored in the bay. The Spanish squadron soon afterwards anchored in Algesiras Bay.

Immediately all was bustle on board the ships at Gibraltar, and nothing could surpass the exertions of the British officers and men to get their ships refitted. The Pompée being found in too bad a state to be got ready in time, her men were turned over to assist in refitting the other ships; and Sir James Saumarez, on the supposition that the Cæsar's

damages were so great that it would be impossible to get her ready without great delay, shifted his flag to the Audacious; but the crew, anxious to share in the expected fight, declared their willingness to work night and day until the ship was ready. At this time her lower masts were out; but by working all hands during day, and watch and watch at night, the Cæsar was warped into the mole, and on the 10th got in her lower masts. On the 11th preparations for sailing were observed among the ships of the enemy, and on Sunday, the 12th, at daybreak, they loosed sails while the Cæsar was still refitting in the mole, at the same time receiving shot, powder, and stores, and making preparations to haul out. At noon the enemy began to move with the wind fresh from the eastward, and at one they were all underweigh, and the two Spanish three-deckers off Cabrita Point.

"The day was clear," says Captain Brenton; "the whole population of the rock seemed to be in motion; the line wall, mole-head, and batteries were crowded; and the Cæsar warped out while her band was playing, 'Come, cheer up, my lads, 'tis to glory we steer,' the music of the garrison answering with 'Britons strike home.' The scene was animating beyond description; and the enthusiasm was so great among the seamen, that even the wounded men desired to be taken on board their ships to share in the honours of the approaching conflict."

At 3h. P.M., just as the Cæsar, in her way out of the mole, had passed the stern of the Audacious, the flag of Sir James Saumarez was rehoisted, and the signal made for the squadron to weigh and to prepare for battle. Having cleared the rock, the squadron formed a line ahead on the larboard tack, with the wind easterly, the Cæsar leading, followed by the Venerable, Superb, Spencer, and Audacious, of the line, and 32-gun frigate Thames, Captain Askew Paffard Hollis, and polacre sloop Calpé, Captain the Hon. George H. L. Dundas, brig Louisa, Captain Crawford Duncan, and Portuguese frigate Carlotta. At 7h. the ships wore together, and stood on the starboard tack under easy sail.

About 7h. 50m. the combined squadron cleared Cabrita Point, with the exception of the Hannibal, which ship was jury-rigged (having topmasts for lower masts), but, although taken in tow by the Indienne frigate, was eventually obliged

to return to Algesiras. Their squadron then consisted of the following :—

FRENCH.	
Guns.	Ships.
80	Formidable
	Indomptable
74	Saint Antoine
	Desaix
Frigates	Libre and Muiron
Lugger	Vantour

SPANISH.	
Guns.	Ships.
112	Real Carlos
	Hermenegildo
96	San Fernando
80	Argonauta
74	San Augustin
Frigate	Sabina

Admiral Moreno's flag was flying on board the Sabina, on board which frigate Rear-Admiral Linois also repaired.

Soon after 8h. P.M. the British squadron bore away in chase, and at 8h. 40m. Captain Keats, having obtained leave to attack the rear of the enemy, crowded all sail. The Superb being an exceedingly fine, fast-sailing ship, and the breeze having freshened, had gained at 11h. three or four miles upon the Cæsar, and was out of sight of the rest of the squadron. At 11h. 20m. Captain Keats observed the Real Carlos about one point before the larboard beam, and another three-decker, the Hermenegildo, and the Saint Antoine, nearly abreast of the Real Carlos, on the larboard beam. The Superb immediately shortened sail, and luffing up, ranged close alongside the Real Carlos, into which she commenced firing her larboard guns. At the third broadside the enemy's fore-topmast was shot away, and she was observed to be on fire. Captain Keats then ordered the firing to cease, and suffered the Spanish ship, by this time in evident confusion, and firing her guns at random, to make sail before the wind. The destruction of this ship being inevitable, the Superb proceeded in chase of the Saint Antoine, which at a little before midnight she closed with and spiritedly engaged. After an action of about thirty minutes' duration, in the course of which both ships hauled to the wind, the Saint Antoine ceased firing, and hailed to say she had surrendered. At a little past midnight the Hermenegildo, having also bore up, taking the Real Carlos for an enemy, fired into her, although the latter was in flames fore and aft; and the two ships getting foul, the Hermenegildo also took fire, and both in a short time blew up with all on board. Out of near 2,000 men, two officers and thirty-six men were saved in a boat which came alongside the Superb, and a few others

reached ships of their own squadron, but the remainder perished.

Just as the Saint Antoine had struck to the Superb, the Cæsar and Venerable arrived up, and, as the broad pendant of the French ship still remained at the masthead, the halyards being shot away, the two ships fired into her; but finding she had already struck, they made sail ahead. The Superb, with the Calpé, remained to remove the prisoners and secure the prize; while the Cæsar and Spencer made sail after the Formidable, then at some distance to the westward, standing towards the shoals of Conil.

All sail was made by the Cæsar and her three consorts, Venerable, Spencer, and Thames; and as the Formidable was under jury-topmasts, the Venerable and Thames overhauled her very fast; and at 5h. A.M. on the 13th, the French ship hoisted her colours, and fired her stern-chasers upon her pursuers. At 5h. 10m. the Venerable got within musket-shot of the Formidable; and at 5h. 30m. the Venerable's mizen-topmast was shot away. At 5h. 45m. the Thames hauled up under the stern of the Formidable, and raked her, receiving in return an ineffectual fire from the stern-chasers of the latter. The Venerable and Formidable continued to engage within hail; but, at 6h. 45m., the mainmast of the Venerable went by the board, and she dropped astern. The Formidable continued to stand on to the northward, in the hope of reaching Cadiz, keeping up for some time a very galling fire upon the Venerable from her stern guns. At 7h. 50m. the Venerable's foremast went over the side; and at about the same time she struck on a reef of rocks off San Pedro, distant about twelve miles from Cadiz. At 8h. her mizenmast fell; soon afterwards a boat from the Cæsar came alongside with Captain Brenton, who brought discretionary orders to Captain Hood to destroy his ship in case of an attack—apparently then meditated—from the combined squadron, and the Thames was ordered to remain by her to receive her crew; but the Audacious and Superb appearing to the southward, induced the enemy to forego any such intention, and to enter Cadiz.

The Venerable and Superb were, as we have seen, the only two British ships, except the Thames frigate, which were engaged. The former had her master, John Williams, fifteen

seamen, and two marines, killed; and Lieutenant Thomas Church, John Snell, boatswain, George Hessey and Charles Pardoe, midshipmen, seventy-three seamen, and ten marines, wounded. On board the Superb, Lieutenant Edmund Waller (lost a leg), and fourteen seamen and marines, were badly wounded. At 2h. P.M. the Venerable, by the assistance of the boats of the squadron, was hove off, and the Thames took her in tow. She eventually got into Gibraltar, and in a few days was again equipped, and ready for sea.

The captains, officers, and crews of the squadron received the thanks of Parliament. Sir James Saumarez was created a knight of the Bath, and had a pension of £1,200 per annum conferred upon him; and Lieutenants Philip Dumaresq, of the Cæsar; Samuel Jackson, of the Superb; and James Lillicrap, of the Venerable, being the seniors, were promoted to the rank of commander. The meritorious conduct of Captain Keats gained for him no especial mark of favour; neither was he prominently named in the public letter of Sir James Saumarez. The Saint Antoine was an old ship, and, although added to the list of the British navy, never quitted Portsmouth after her arrival.

In the early part of July, while the frigates Doris, Beaulieu, and Uranie, Captains Charles Brisbane, Stephen Poyntz, and William Hall Gage, were lying at anchor about three miles to the southward of Point St. Matthew, watching Brest harbour, the French 20-gun corvette Chevrette was observed at anchor under the batteries in Camaret Bay. The French deemed their position perfectly secure; but the British, holding a contrary opinion, determined to cut her out; and on the 20th, the boats of the Beaulieu and Doris (the Uranie having parted company), manned by volunteers, and under the command of Lieutenant Woodley Losack, of the Ville de Paris, sent by Admiral Cornwallis purposely for this service, proceeded on the enterprise. The boats not pulling alike, and the headmost being over-anxious to near the object, separated; one division returning to the ship, while the other reached the entrance of Camaret Bay, where the boats remained until daylight, expecting to be joined by their companions. They were, therefore, discovered by the corvette; and the latter, being thus made acquainted with the intention of the British, set about making preparations.

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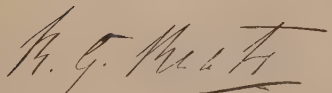

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The Chevrette was observed to get underway and proceed a mile nearer the harbour, where she was moored close under the guns of some heavy batteries. In addition to this precaution, she embarked a body of soldiers, which augmented her crew to 339 men. Temporary redoubts were thrown up upon every eligible point of land, and a guard-boat, with two 36-pounders, was stationed in advance, to give notice of an enemy's approach. The Chevrette, as a signal of defiance, then displayed a large French ensign over an English one.

About 9h. 30m. P.M., on the 21st of July, the boats of the three frigates (the Uranie having rejoined), to which were added two boats from the 74-gun ship Robust, numbering in all fifteen, containing 280 men and officers, under the command, as before, of Lieutenant Losack, assembled alongside the Beaulieu, and proceeded a second time on this service. But, soon after they had put off, a boat was seen near the shore, which was supposed to be a look-out boat, and Lieutenant Losack, desirous of securing her, proceeded in chase with his own and five other boats. The remainder waited some time for the return of Lieutenant Losack; but as he did not rejoin, Lieutenant Keith Maxwell, of the Beaulieu, the next senior officer, bearing in mind that they had six miles to pull, and that the night was already far advanced, determined to proceed with the boats then with him, in which he had about 180 officers and men. Having signified his intention, and appointed to the different officers and men their several duties—ordering some to fight their way aloft and loose the sails, a quarter-master to take the helm, others to cut the cables, and providing for every exigency which could possibly arise—the nine boats hastened to the attack.

At 1h. A.M. on the 22nd, the boats arrived in sight of the Chevrette, which, after hailing, opened a heavy fire of grape and musketry, and her firing was immediately followed by volleys from the shore; but the boats gallantly dashed on. The Beaulieu's boats, under Lieutenant Maxwell, with Lieutenants James Pasley and Lieutenant of marines James Sinclair, boarded on the starboard bow and quarter; and the Uranie's, under Lieutenant Martin Neville, one from the Robust, under Midshipman Robert Warren, and one

from the Doris, under Lieutenant Walter Burke, on the larboard bow. They were gallantly resisted by the Frenchmen, armed with muskets, pistols, sabres, tomahawks, and pikes, who in their turn boarded the boats. The assailants, armed with cutlasses only, overcame this formidable opposition, and at length gained a footing on the corvette's deck. This being obtained, the topmen fought their way aloft; and although several were killed and others wounded in the attempt, the daring fellows carried their point. Laying out on the yards of the corvette, notwithstanding the foot-ropes were cut or stopped up, and everything done to impede the execution of their object, in less than three minutes after the ship was boarded her three topsails and courses were let fall. In the mean time the cable had been cut, and Henry Wallis, the quarter-master of the Beaulieu, appointed to this duty, having taken the helm, the Chevrette was drifting out of the bay before a light breeze. Many of the Frenchmen, perceiving the corvette under sail, ran below, others jumped overboard; and although only five minutes had elapsed, the British had gained entire possession of the upper deck, and those who had fled below were soon compelled to surrender. In her course out, the Chevrette was exposed to a continual fire of round and grape from the batteries; but the breeze freshening, she was soon out of their range. Just at this time Lieutenant Losack and his division arrived up, and took command of the prize which Lieutenant Maxwell and his intrepid band had so nobly won.

The British loss, considering the fearful odds against which they had contended, was very slight. Lieutenant of marines James Sinclair, Robert Warren, midshipman, seven seamen, and two marines, were killed; and Lieutenants Martin Neville and Walter Burke (the latter mortally), William Phillips, master's mate, Edward Crofton, Edward Byrn, and Robert Finnis, midshipmen, and forty-two seamen and nine marines, wounded; and one marine drowned in the barge of the Beaulieu, which was sunk by the shot of the enemy: total, eleven killed, fifty-seven wounded, and one drowned. The Chevrette's loss amounted to her captain, six officers, and eighty-five seamen and soldiers killed; and five officers and fifty-seven seamen wounded: total, ninety-

two killed and sixty-two wounded. The cutting out of the Chevrette was a deed bordering on rashness; and yet, where the honour of the British flag was concerned, and the courage of British sailors taunted, the abandonment of the attempt would have been attended with consequences of the utmost importance to both. It was to be put to the test what degree of security was proof against British valour; and the result was most glorious. The capture of the Chevrette, therefore, may be pointed at with pride by every British sailor, as a proof of what has been done; and at the same time he will remember, that that which has been once effected may be repeated. We must not, however, omit paying a just tribute in particular to one of the many gallant tars engaged in this perilous undertaking—Henry Wallis, who took the helm of the Chevrette. This fine seaman fought his way through numerous foes to the station to which he had been appointed; and, although bleeding from many and severe wounds, he remained at his post, and steered the corvette until she was beyond the reach of the batteries. "Henry Wallis," says the author of the narrative in the Naval Chronicle, from which the foregoing has been collected, "had been seven years in the Beaulieu, and was ever among the foremost in a service of danger. If a man fell overboard, he was always fortunately in the way, and either in the boat or the water. During the time he belonged to the ship, nearly a dozen men were indebted to him for their lives, which he had saved by plunging overboard, sometimes even in a gale of wind, at the utmost hazard of his own."

Lieutenant Losack was immediately promoted to the rank of commander; but it was some time afterwards, and then only in consequence of a court of inquiry held on board the Mars, in reference to the real statement of the affair, that Lieutenant Maxwell received a similar advancement, to which his services so justly entitled him. The naval medal has been granted to the surviving participators in this exploit.

On the 27th of July, in lat. 43° 30′ N., long. 11° 40′ W., the 18-pounder 36-gun frigate Immortalité, Captain Henry Hotham, captured, after a chase of seven hours, the French 26-gun privateer Invention. The Invention had four

masts, her length was 147 feet, while her breadth of beam was only twenty-seven feet; her armament consisted of twenty-four long 6-pounders on a flush-deck, and two 12-pounder carronades on a top-gallant forecastle. Her four masts were at nearly equal distances: the first and third of the same height, the second stouter and taunter, and the mizen much smaller; but she had four top-gallant yards rigged aloft, and was accounted a good sailer and sea-boat. Having only been a month launched, however, these points had not been well ascertained.

On the 31st of July, the 18-gun brig Sylph, Captain Charles Dashwood, was cruising off Santander, on the north coast of Spain, and in the evening chased a large schooner which stood towards a frigate observed to windward under the land. At sunset, the hull of the frigate (which made sail after the Sylph) was visible from the deck, and the brig hove to and prepared for action. At 11h. P.M., the frigate having arrived within half gun-shot of the Sylph without answering the private signal, the latter opened fire, which was returned by the enemy's ship, the two vessels gradually nearing until they approached within hail. The action was continued for one hour and twenty minutes; but at 12h. 30m. A.M., the Sylph having had her rigging much cut up, a carronade dismounted, and some shot between wind and water, edged off the wind to repair her damages. At daybreak on the 21st, the frigate was again seen about seven miles to windward, with her foreyard upon deck, and the brig made sail in chase; but, from her own disabled state being unable to carry much sail, before she could get within reach, the frigate swayed up her foreyard, and stood in for the land. As the Sylph's mainmast was badly wounded, and as she was making eighteen inches water an hour, Captain Dashwood deemed it his duty to wear, and stand to the northward; having sustained a loss of one seaman killed, and Mr. Allward, master, Lionel Carey, midshipman, and eight seamen wounded (three dangerously). The Sylph, on joining Admiral Cornwallis, was ordered to Plymouth; and, after undergoing a complete refit, rejoined the commander-in-chief off Ushant, and was ordered to repair to her old cruising-ground on the north coast of Spain.

On the 28th of September, when about forty leagues to

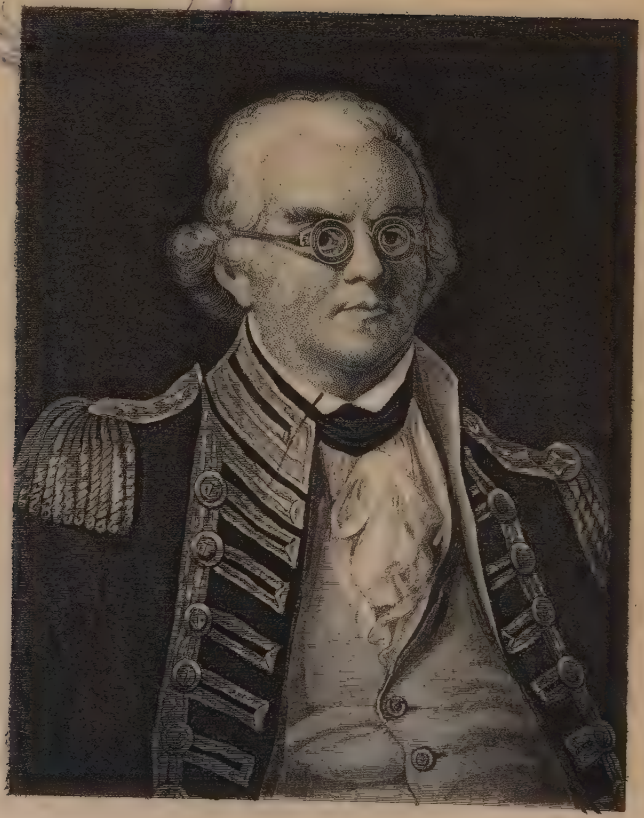
the northward of Cape Pinas, the Sylph discovered at sunset a large ship, apparently of similar force to her former opponent. All sail was instantly set upon the Sylph, and endeavours made to obtain the weather gage, which the frigate seeming determined to dispute, several tacks were made by both, and smart broadsides exchanged in passing. At 7h. 30m. P.M., the Sylph succeeded in placing herself on the weather bow of the frigate, and an action commenced, which continued for two hours, when the frigate wore, and made sail on the opposite tack, leaving the brig very much disabled in her sails and rigging, and her main-topmast badly wounded; but, singular to relate, the only person hurt was the same gentleman before mentioned, Lionel Carey, midshipman, who was again wounded. The frigate, thus twice engaged by an 18-gun brig, was supposed to have been the French 40-gun frigate Artemise; and it was stated in Captain Dashwood's official letter, that in the first action she had twenty men killed and forty wounded, and was obliged to return to Santander to refit; but her loss on the second occasion is not stated. The real name and force of the enemy, however, are still involved in mystery. Captain Dashwood was posted; but his first lieutenant, Samuel Burgess, remained a lieutenant for fifteen years afterwards.

On the 3rd of August, the frigates Phœnix, Pomone, and Pearl, Captains Lawrence W. Halsted, Edward L. Gower, and Samuel Ballard, cruising off the Isle of Elba, fell in with the French 38-gun frigate Carrère, having under her charge a convoy laden with ordnance stores. The Pomone having arrived up with the chase, after an action of ten minutes, compelled the French ship to surrender. The boatswain of the Pomone and one seaman were killed, and Lieutenant Charles Douglas, of the marines (with the loss of a leg), and three seamen wounded. The prize was added to the British navy.

On the 10th of August, Francis Smith, midshipman, in command of the six-oared cutter of the 16-gun brig Atalante, Commander Anselm J. Griffiths, gallantly boarded and captured, in Quiberon Bay, the French national lugger Eveillé, of two long 4-pounders and four swivels. Although performed in the face of a heavy fire, no casualty occurred in the British boat.

On the night of the 15th of August, Lord Nelson, whose flag was hoisted for the occasion on board the Medusa frigate, Captain John Gore, determined that an attack should be made on the Boulogne flotilla, by the boats of the squadron under his orders. They were accordingly formed into four divisions, under the respective commands of Captains Philip Somerville, Edward T. Parker, Isaac Cotgrave, and Robert Jones, accompanied by a division of mortar-boats under Captain John Conn. At 11h. 30m. P.M., the boats put off from the Medusa; but, owing to the strength of the current and extreme darkness of the night, the divisions separated. Captain Somerville's division was drifted to the eastward; and at daylight some of the leading boats got up with and attacked a brig, lying close to the pier-head, and after a sharp resistance, carried her; but she was found to be secured to the shore by a chain under her bottom. The British boats' crews then became exposed to so heavy a fire of musketry opened upon them from the shore, and from the vessels near her, that they were compelled to retreat, after sustaining a loss of Alexander Rutherford, mate, and fourteen seamen, killed; and Lieutenants Thomas Oliver, Francis Dickenson, Jeremiah Skelton, and William Basset, Captain of marines George Young, Francis Burney, mate, Samuel Spratley, midshipman, twenty-nine seamen and nineteen marines, wounded: total, eighteen killed, and fifty-five wounded.

The second division, under Captain Parker, reached the shore about midnight, and a subdivision of the boats, led by Captain Parker, ran alongside the brig Etna, bearing a commodore's pendant, moored off the mole-head. Their frequent and gallant attempts at boarding were, however, frustrated by a strong boarding-netting, triced up all round her, and by 200 soldiers, who kept up an incessant fire of musketry. The assailants, in the end, were beaten off with considerable loss. The second subdivision, under Lieutenant Edward Williams, of the Medusa, boarded and carried a lugger, which was brought off; but in attacking a brig was repulsed, and compelled to retreat, as well as that part of the division under Captain Parker. Their loss together amounted to William Gore and William Bristow, midshipmen, fifteen seamen, and four marines, killed; and Captain Parker (mor-



Amiral Rainier

tally), Lieutenants Charles Pelly and Frederick Langford, William Kirby, master, the Hon. Anthony Maitland, midshipman, Richard Wilkinson, master of the Greyhound cutter, thirty seamen, and six marines, wounded ; total, twenty-one killed, and forty-two wounded. Captain Cotgrave led on his division with equal gallantry, and the boats under his orders attacked with great bravery, but unfortunately with no better success ; and they were also obliged to retire. Their loss amounted to Mr. Berry, midshipman, and four seamen, killed ; and a gunner, twenty-three seamen, and five marines, wounded : total, five killed, and twenty-nine wounded. The fourth division, under Captain Jones, was prevented by the rapidity of the tide from reaching the scene of action, and that of Captain Conn did not act. The total loss sustained in this ill-timed expedition amounted to forty-four killed and 126 wounded. It must, however, be borne in mind, in reference to the want of success which attended the gallant efforts of the British boats at Boulogne, that the vessels they were ordered to act against were in every way prepared to resist a boarding attack. The flotilla was composed of vessels purposely built, and intended for the conveyance of troops ; they were, generally speaking, vessels of from 250 to 200 tons, very broad, with high, strong bulwarks, and flat-bottomed, drawing no more than three or four feet of water. The area of deck they possessed enabled a large body of troops to act on the defensive ; and although ill calculated to compete with a ship of war underweigh, they could scarcely fail, if defended with any degree of determination, in beating off as many boats as could have been brought against them. The attack was ordered by Earl St. Vincent, the first lord of the Admiralty, in the hope of appeasing popular clamour ; and its failure cannot be attributed to the vice-admiral, or to the parties engaged.

On the 19th of August, the 38-gun frigate Sibylle, Captain Charles Adam, having been despatched by Vice-Admiral Peter Rainier to the Seychelle Islands, was off the island of St. Ann's, when she discovered lying in Mahé Roads a French frigate without a foremast. Having cleared for action, and got all ready for anchoring, with springs on her cables, the Sibylle stood towards the enemy. By an extraordinary change of wind (which almost constantly blows off the land,

the island being within the range of the trade-winds), the British frigate was enabled to steer as direct for the enemy as the intricate nature of the channel would permit; through which the Sibylle, having no pilot, was conducted by the master, who, stationed on the foreyard-arm, and guided by the colour of the water, gave instructions to the man at the helm. The Sibylle, under French colours, continued her course unmolested; but having arrived within about 200 yards of the frigate's larboard bow, a shoal was observed extending on both hands, upon which the Sibylle's anchor was let go, and shifting her colours, she immediately became exposed to a heavy fire from the enemy, and also from a battery erected on shore, and several small vessels at anchor. At 10h. 25m. A.M. the Sibylle commenced firing in return, and in seventeen minutes compelled her adversary to haul down her colours, and cutting her cables, she drifted on a reef of rocks. A boat was despatched, under the orders of Lieutenant Nicholas Manger, to take possession of the prize, which proved to be the French 36-gun frigate Chiffonne, Captain Pierre Guieysse, mounting twenty-six long 12-pounders on her main-deck, six 6-pounders and four brass howitzers on her quarter-deck and forecastle. In the battery were mounted four long 12-pounders, taken from the Chiffonne's disengaged side; it was well constructed, and provided with a furnace for heating shot. The fire from the battery being continued after the frigate had surrendered, Lieutenant Joseph Corbyn and a boat's crew landed and silenced it, the men, as well as a great part of the crew of the Chiffonne, making their escape into the country. The loss sustained by the French frigate amounted to twenty-three killed, and thirty wounded; and the Sibylle's loss was two seamen killed, and George Phillimore, midshipman, slightly wounded. The fortunate circumstance of the wind, doubtless, preserved the Sibylle from a much heavier loss. The skill displayed on this occasion, which in a short time brought about a successful termination, reflected much credit upon Captain Adam, his officers, and crew. The Chiffonne, a fine ship of 945 tons, was purchased into the British navy, and under the same name was commissioned in 1802 by Captain Adam. There having been no promotion granted for this capture, the naval medal is not granted for it.

On the night of the 20th of August, Captain Thomas Byam Martin, having under his orders the Fisgard, Diamond, and Boadicea, cruising off Corunna, despatched the boats of the different frigates, under the command of Lieutenant Philip Pipon, to attack the shipping at anchor in that port. The Neptune, a ship pierced for twenty guns, a gun-boat, and a merchant vessel, were boarded and carried, under a heavy fire of musketry from the shore and the guns of the batteries under which they were moored; and the three vessels were brought out, the British sustaining no loss whatever. Lieutenant Pipon, in the early part of the ensuing year, was promoted to the rank of commander.

On the 2nd of September, the squadron, under the orders of Captain Lawrence Halstead, in the Phœnix, consisting of the Minerve and Pomone, Captains George Cockburn and Edward Leveson Gower, employed in the blockade of Porto Ferrajo, fell in with the French frigates Succès (late British), of thirty-two, and Bravoure, of thirty-six guns, which after a short chase were driven on shore near Vasa. The Bravoure was destroyed; but the Succès was got off, and restored to her place in the British navy.

On the 2nd of September, the 18-gun corvette Victor, Commander George Ralph Collier, while cruising off the Seychelle Islands, discovered to leeward the French 8-pounder 18-gun brig Flêche, Lieutenant Bonnavie. At 5h. 30m. P.M. the Victor brought her to close action; but the Flêche, after a few broadsides, crossing the Victor's stern, hauled to the wind, and made sail away. The Victor's running rigging was much cut; but as soon as new gear could be rove, she tacked and pursued her opponent, but by that time the brig had got half a mile to windward. The Victor continued the chase during the night and two succeeding days; but the sailing qualities of the vessels were far from equal, and at daylight on the 5th the Flêche was not in sight. Captain Collier then proceeded to the Seychelle Islands, and at 3h. 30m. P.M. the French brig was observed standing in for the anchorage of Mahé. At 7h. P.M. the night closed in, and the Victor, having no pilot, was under the necessity of anchoring in eleven fathoms.

The entrance to the roads, as already stated, is exceedingly intricate; but the master, James Crawford, though ill of

fever, volunteered to sound and endeavour to find the channel, and, assisted by James Middleton, mate (who had been wounded in the action of the 2nd instant), succeeded in performing that service, although repeatedly fired at by a boat from the brig. At daylight on the 6th, the Flêche was seen at the mouth of the inner harbour, with springs on her cables, and as the wind was off the land, the Victor, from the narrowness of the channel, was obliged to warp a great part of the distance under her staysails, exposed to the fire of the brig. By great perseverance, however, the Victor, after a hard day's work, gained the requisite position, and at 11h. 45m. P.M. let go her anchor, with two springs on her cable, and opened fire. At 2h. 10m. A.M., on the 7th, the the Flêche was reduced to a sinking state, and having cut her cable, drifted on a coral reef. The boats of the Victor were sent to take possession of the prize; but before they could board she fell over on her larboard side into deep water and sank. In this highly creditable affair the Victor did not lose a man, although very much cut up in her rigging, and several shot had struck her hull. In her previous contest, she had only Mr. Middleton and one seaman wounded. The loss of the Flêche, out of a crew of 145, was supposed to have been very heavy, but the number is not stated.

On the 13th of September, the 18-gun ship-sloop Lark, Acting Commander James Johnstone, being close in with Cuba, chased the Spanish privateer schooner Esperanza, which took shelter behind the Portilla reefs. The yawl and cutter of the Lark, under the orders of Lieutenant James Pasley and — M'Cloud, midshipman, proceeded to cut her out, and after a desperate resistance succeeded, but lost in effecting it one man killed, and Mr. M'Cloud and twelve men wounded. On board the privateer twenty-one men were killed, and six wounded, including among the former the captain and all the officers.

On the 14th of September, 450 marines and 240 seamen, commanded by Captain George Long, of the Vincego, with a party of Tuscans, amounting altogether to about 1,000 men, were landed at daybreak from the 74-gun ships Généreux and Dragon, under the orders of Captain John Chambers White, of the Renown, and an attack was made on several French batteries near Porto Ferrajo, some of which were

destroyed, and fifty-five men made prisoners, including three officers; but the allied force was ultimately obliged to retire, with a loss of thirty-two killed, sixty-one wounded, and 105 missing. Captain Long, while gallantly leading his men to storm a narrow bridge, together with two seamen and twelve marines, were killed, and one officer, seventeen seamen, and twenty marines, wounded; also one officer, twelve seamen, and sixty-four marines, missing. Total naval loss; fifteen killed, thirty-three wounded, and seventy-seven missing.

On the 28th of October, the hired armed 14-gun brig Pasley, Lieutenant William Wooldridge, when about twenty leagues from Cape de Gata, was chased by the Spanish polacre ship Virgin del Rosario, pierced for twenty guns, but having only ten mounted, eight of which were long twelves and two long 24-pounders, with a crew of ninety-four men. After an hour's engagement, the Pasley's rigging being much cut, and her gaff shot away, the brig, in order to prevent her adversary's escape, ran the polacre athwart hawse, lashing her bowsprit to the capstan. The British crew then jumped on board, and the polacre, after a sharp struggle of fifteen minutes, was carried. The Pasley's gunner and two seamen were killed, her commander shot through the left shoulder, her master, Ambrose Lions (mortally), George Davies, mate, and five seamen, wounded. The Rosario had her captain, six officers, and fifteen seamen killed, and thirteen wounded. Lieutenant Wooldridge was deservedly promoted to the rank of commander. Pringle H. Douglas served as lieutenant of the Pasley under Lieutenant Wooldridge, and contributed to the favourable result of the action. The naval medal is granted for this exploit.

Preliminary articles of peace were signed in London on the 1st of October between Great Britain and France, and on the 12th a cessation of hostilities was ordered; the definitive treaty was concluded at Amiens on the 25th of March, 1802. By the terms of the treaty, Malta, Goza, and Comino were to be restored to the order of St. John of Jerusalem; the French troops were to evacuate Naples and the Roman territory; and the British to quit Porto Ferrajo. To France was restored all which had been taken from her in the East and West Indies and Africa. Holland regained all her West India possessions except Dutch Guiana, and also

the Cape of Good Hope; and in the East Indies—Malacca, and the islands Amboyna, Banda, and Ternate; but lost Trincomalé, and other Dutch settlements in Ceylon. To Sweden and Denmark were restored the few colonies which had been taken from them. Spain lost Trinidad, which was retained by the English.

"Whatever grounds," says Mr. James, "politicians might have for auguring from the terms of this solemn compact a short-lived peace, certain it is that the activity which reigned on the ocean, an activity much greater than any which had been witnessed during the last two or three years of the war, gave to the treaty the air of a truce, or suspension of arms, in which each of the belligerents—some of whom signed it for no other purpose—was striving to gain an advantageous position, in order, when the tocsin should again sound, to be ready for the commencement of hostilities. French, Dutch, and Spanish fleets were preparing to put to sea, and English fleets to follow them and watch their motions. Who then could doubt that, although the wax upon the seals of the treaty concluding the last had scarcely cooled, a new war was on the eve of bursting forth?"[1]

The losses sustained by the British navy during the preceding war may be thus briefly summed up:—

	Lost through enemy.		Lost by Accident.				Total.
	Captured.	Destroyed.	Wrecked.	Foundered. Brit. built.	Foundered. For. built.	Burnt.	
Ships of the line	5	..	9	..	..	6	20
Frigates and smaller vessels ..	37	9	73	8	14	4	145
Total loss	42	9	82	8	14	10	165

[1] Vol. iii. p. 235.

ABSTRACT of the Losses sustained by the different Belligerent Powers in the course of the War with Great Britain, commencing in 1793 and ending October 12, 1801; also showing the Number of Prizes purchased into the British Navy.

		Lost through the British.		Lost by Accident.[1]		Total Loss.	Added to the British Navy
		Captured.	Destroyed.	Wrecked.	Burnt.		
Ships of the Line.	French	34	11	9	1	55	28
	Dutch	18	..	..	..	18	17
	Spanish	5	5	..	..	10	4
	Danish	2	..	..	..	2	1
Total		59	16	9	1	85	50
Frigates	French	82	14	6	..	102	62
	Dutch	33	..	..	..	33	25
	Spanish	11	4	..	..	15	7
Grand Total		185	34	15	1	235	144

[1] This enumeration cannot be termed wholly correct, as, from want of local information, many wrecks, not being known, are not included in the above. With respect to the British, however, there can be no omission.

1803.

THE duration of the peace of Amiens was short; and on the 16th of May, 1803, war was again formally declared.

On this recommencement of hostilities, although the number of ships of the line in the British navy had undergone very little augmentation since the former war, yet that number consisted of ships in better condition, and for the most part larger. The following will show the available force of the British navy at the commencement of the year 1803.

For Sea Service.	First Rates.	Second Rates.	Third Rates.	Fourth Rates.	Fifth Rates.	Sixth Rates.	Sloops.	Bombs, Gun-brigs, Cutters, &c. &c.	Total.
In commission ..	..	1	31	7	66	11	58	36	210
In ordinary	6	14	59	4	36	11	20	28	178
Total	6	15	90	11	102	22	78	64	388

By the 1st of June, sixty sail of the line were in commission, together with a proportionate number of frigates and smaller vessels. The exertions of France in the meanwhile in building new ships had been very great, and on the resumption of hostilities, the line-of-battle force at her disposal amounted to upwards of sixty sail.

The first open act of hostility on the part of the British took place in the Channel on the day on which the declaration of war appeared in the Gazette. The British 18-pounder 36-gun frigate Doris, Captain Richard Henry Pearson, chased the French national 14-gun lugger Affronteur, and after a determined resistance on the part of the latter, by which she had her captain and eight men killed and fourteen wounded, the lugger surrendered.

On the 28th of May, the French 36-gun frigate Franchise was captured by the 74-gun ship Minotaur, Captain John

C. M. Mansfield, belonging to the Channel fleet cruising off Brest.

On the 14th of June, the 18-pounder 36-gun frigate Immortalité, Captain E. W. C. R. Owen, and 18-gun brigs Cruiser and Jalouse, Commanders John Hancock and Christopher Strachey, chased the two French gun-vessels Inabordable, schooner, and Commode brig, each mounting four long 18 and 24-pounders. The gun-vessels ran ashore near Cape Blanc Nez; but after a spirited cannonade between the batteries under which they had grounded and the British squadron, they were brought off by the boats of the three ships. Charles Adams, master's mate of the Jalouse, who was the only person injured, was badly wounded.

On the 27th of June, the 38-gun frigate Loire, Captain Frederick L. Maitland, cruising off the Isle of Bas, sent her three boats, under the orders of Lieutenants Francis Temple and James Bowen, with Philip Henry Bridges, midshipman, to attack the French national 10-gun brig Venteux, Lieutenant Montfort, which was moored under the batteries. Owing to the heavy rowing of one of the boats, only two reached the brig, which was perfectly prepared for the attack; but these gallantly boarded, and, after a resistance of ten minutes, carried her. The Venteux's second officer and two seamen were killed; and her commander, four officers, and eight seamen wounded. The British loss amounted to — McGwier (boatswain), four seamen, and one marine wounded. Lieutenant Temple was made a commander for this service, and Mr. Bridges promoted to be a lieutenant. The Patriotic Fund voted Lieutenants Temple and Bowen swords of the value of fifty guineas each; and the naval medal has also been awarded.

On the 30th of June the French 18-pounder 40-gun frigate Créole was captured off Cape Nicolas Mole, by the 74-gun ships Cumberland and Vanguard, Captains Henry W. Bayntun and James Walker. The Créole, in command of Captain Austen Bissell, foundered on her passage to England.

On the 2nd of July, the British 38-gun frigate Minerve, Captain Jahleel Brenton, during a thick fog, grounded at the entrance of Cherbourg. Notwithstanding every effort which it was possible for ability to suggest, or courage and perseverance to execute, to get the ship afloat—and after

being exposed for ten hours to the fire of numerous and heavy batteries, and some gun-vessels, Captain Brenton ordered the colours to be hauled down. The Minerve sustained a loss of 11 men killed and 16 wounded before she surrendered.[1]

On the 24th of July, the French 74-gun ships Duquesne and Duguay Trouin, Commodore Querangal and Captain Touffet, accompanied by the 40-gun frigate Guerrière, Captain Beaudouin, taking advantage of a dark squall, put to sea from Cape François, in the hope of evading a British squadron blockading the port, consisting of the 74-gun ships Bellerophon, Elephant, Theseus, and Vanguard, Captains John Loring, George Dundas, John Bligh, and James Walker. The French ships having separated at night, the Elephant gave chase to the Duguay Trouin, while the Bellerophon and other ships pursued the Duquesne, which latter was on the following day overtaken and captured, after receiving a few shot from the Vanguard. The loss of the Vanguard consisted of one man killed and one wounded. The prize was a fine ship; but, having been run on the Morant Keys, was broken up on reaching England. The Duguay Trouin and Guerrière escaped; but, on the 31st of August, when off Ferrol, the former was fallen in with and gallantly engaged by the 38-gun frigate Boadicea, Captain John Maitland, and both the Duguay Trouin and Guerrière were eventually chased into Corunna, on the 2nd of September, by the 74-gun ship Culloden, Captain Barrington Dacres. In this latter engagement the Culloden had four men wounded, and the Guerrière six killed and fifteen wounded.

On the 11th of July, the 18-gun brig Racoon, Commander

[1] An anecdote of one of the crew of the Minerve, related in Brenton's Naval History, must not be forgotten. The exertions of the crew had been successful in getting the ship off the rocks; and one of the sailors, who had had both his legs shot off, lying in the cockpit waiting to be attended to by the surgeon, hearing the cheers of the men on deck in consequence, eagerly demanded what it meant. When told that the ship was off the shoal, and would soon be clear of the forts, he is reported to have exclaimed, "Then —— the legs!" and, taking his knife from his pocket, he cut the remaining muscles which attached them to him, and joined his shipmates in the cheer. After the ship was taken, the poor fellow was placed in the boat to be conveyed to the hospital, but, determined not to outlive his loss of liberty, he slacked his tourniquets and bled to death.

Austen Bissell, discovered the French 10-gun brig Lodi, Lieutenant Pierre J. Taupier, at anchor in Leogane Roads, St. Domingo. The Racoon stood towards, and brought up within thirty yards of the brig; and, after a cannonade of thirty minutes, the Lodi cut her cables, and endeavoured to make off; but she was closely pursued, and after a second encounter of ten minutes' duration, hauled down her colours. The Lodi had one man killed and fourteen wounded. Thomas Gill, master's mate, had his left arm shot away, but he was the only person wounded on board the British brig.

On the 17th of August, the Racoon drove ashore, near St. Jago de Cuba, the French national 18-gun brig Mutine The Mutine was totally lost; but her crew succeeded in reaching the land. Captain Bissell continuing to cruise off Cuba, on the 13th of October, observed several vessels running along close to the shore, all of which, before sunset, hauled towards Cumberland Harbour. The Racoon anchored in the night, in the expectation that the vessels would endeavour to pass; and at daylight, on the 14th, discovered eight or nine sail lying becalmed at some distance. The Racoon, having a fine land wind, proceeded in chase, and succeeded in getting within gun-shot of a brig, which on receiving a few broadsides hauled down her colours. The prize was the French national gun-brig Petite-Fille, and had on board 180 troops. A prize crew was put on board, which was scarcely effected before an armed schooner and cutter stood towards the Racoon, and commenced firing upon her; and having a breeze, at 11h. A.M., bore up with the intention of boarding her on the bow and quarter. The two vessels had arrived within pistol-shot, when the Racoon opened her broadside on the cutter; then wearing round, she fired the other broadside into the schooner, and continued to manœuvre in this manner so effectually, that the vessels, whose decks were crowded with men, were prevented from executing their project. After engaging for an hour, the cutter, being reduced to a sinking state, surrendered. The Racoon having taken possession of the cutter, proceeded after the schooner, which she also captured. The loss on board the latter vessels, out of near 250 people, including 150 troops, amounted to about forty men killed and wounded. The Racoon sustained no loss; and the only person wounded

was James Thompson, the master, by a severe contusion. Her first prize, the brig, was recaptured by the French crew while the Racoon was engaging the cutter and schooner, and ran ashore upon the rocks. Commander Bissell and Lieutenant James A. Gordon, first of the Racoon, were promoted shortly afterwards. The Patriotic Fund voted Commander Bissell a sword, value 100 guineas, in approbation of his conduct on this occasion, and the naval medal has lately been awarded to the surviving participators.

On the 1st of August, the boats of the 38-gun frigate Hydra, Captain George Mundy, commanded by Lieutenant Francis McMahon Tracy, having under his orders Midshipmen John Barclay and George French, were despatched to bring off or destroy the French armed lugger Favori, which the frigate had driven ashore near Havre. The lugger was defended by her crew, which had landed and taken post behind some sand-hills, assisted by a party of soldiers; but notwithstanding their unremitting fusilade, the vessel, under cover of a steady fire of musketry from the Hydra's marines, was brought out. One seaman killed was the extent of the British loss.

On the 14th of August, in lat. 48° N., long. 16° W., the H.E.I.C. ship Lord Nelson, of twenty-six guns, Captain Robert Spottiswood, homeward bound, was captured after a gallant action by the French 34-gun privateer frigate Bellone. The crew of the privateer numbered 260, and were repulsed in one attempt to board; and the Lord Nelson was not surrendered until, out of a crew of 102 men, five were killed and thirty-one wounded. The Lord Nelson was recaptured on the 25th by the British 18-gun brig Seagull, Commander Henry Burke, after an action in which the brig had two men killed and eight wounded.

On the 9th of September, at daylight, the hired armed cutter Sheerness, Lieutenant Henry Rowed, being off Brest, observed two chasse-marées coming out. Lieutenant Rowed despatched a boat with seven men, under the command of a master's mate, in chase of one, while the Sheerness pursued the other. At 10h. A.M. it fell calm, and the only boat now left to the Sheerness was a small dingy, which was hoisted up astern. With this small boat, however, Lieutenant Rowed determined to proceed to the attack of the chasse-

marée, then about four miles distant; and calling for volunteers, John Marks, boatswain, and three men came forward, and with this crew, which was as many as the boat would contain, she put off from the cutter. The chasse-marée, meantime, was making use of her sweeps, and before the boat, after a two hours' pull, could overtake her, had run ashore under a battery. As a further protection to the French vessel, thirty soldiers were drawn up on the beach. Nothing daunted by the formidable array, Lieutenant Rowed and his four followers boarded the chasse-marée—her crew offering very little resistance, and quitting the vessel with all speed; but as soon as the French crew had left, the soldiers opened a fire of musketry. As a cover from this fire, the British crew hoisted the vessel's forcsail, but the halyards were quickly shot away, and the crew exposed to the aim of the soldiers. After much exertion—the rising tide assisting—the prize was got off, and taken in tow by the boat; but had scarcely cleared the land, when a French boat, containing an officer and nine armed men, suddenly made her appearance alongside. The boatswain, who, with the lieutenant and three men, was in the boat ahead towing, observing the French boat, dropped his oar, and in an instant was on the deck of the prize, unarmed; but by his menacing attitude contrived to keep the French crew from boarding, until Lieutenant Rowed, with the remaining men, could come to his assistance with muskets. The French, finding they could not regain possession of the chasse-marée without more trouble than they anticipated, quitted her, and the vessel, notwithstanding she was repeatedly fired at by the battery, was carried off in triumph by the gallant captors. No less than forty-nine musket-balls were counted in the sides and spars of the prize, and yet not one of the boat's crew was wounded. Lieutenant Rowed, with that generosity which is an attribute of bravery, stated the services of John Marks to the Admiralty; but not receiving from thence any reward, he appealed to the committee of the Patriotic Fund, which, with its usual liberality, awarded the gallant fellow a silver call and chain, and to the lieutenant himself a sword of fifty guineas' value; but the latter, although an officer of ten years' standing, did not meet with that promotion which his intrepidity so well merited.

On the 14th of September, Captain Owen, in the Immortalité, with the bomb-vessels Perseus and Explosion, Commanders John Melhuish and Robert Paul, bombarded the batteries protecting the town of Dieppe from 8h. A.M. till 11h. 30m. A.M. The damage done was not considerable, and the British had five men wounded and one missing. A simultaneous attack was made upon Granville by Rear-Admiral Sir James Saumarez, whose flag was flying on board the 18-pounder 32-gun frigate Cerberus, Captain William Selby. The squadron in company consisted of the sloops of war Charwell and Kite, Commanders Philip Dumaresq and Philip Pipon, and Ealing schooner, Lieutenant William Archbold. The bomb-vessels Sulphur and Terror, Commanders Donald McLeod and George N. Hardinge, subsequently joined, and on the 15th of September the bombardment commenced, and lasted from 5h. till 10h. 30m. A.M., when the falling tide obliged the squadron to haul off.

On the 20th of September, at 5h. P.M., the hired cutter Princess Augusta, armed with eight 4-pounders and twenty-six men, Lieutenant James Woodward Scott, being off the Texel, was attacked by the Dutch schooners Faust, of twelve guns and seventy men, and Wraak, of eight guns and fifty men. The largest schooner having closed with the cutter, fired her broadside, which killed the boatswain and gunner, and mortally wounded the commander of the Princess Augusta; but the cutter returned the fire with great effect, and repulsed several attempts to board. The Wraak then ranged up to leeward and also endeavoured to board; but being frustrated on each occasion, after an action of an hour, the schooners hauled off. Lieutenant Scott, in his dying moments, exhorted the master, Joseph Thomas, to fight the cutter bravely, and tell the admiral (Lord Keith) that he had done his duty. His last commands were obeyed, and the vessel preserved from capture. The total loss of the Princess Augusta amounted to the commander, boatswain, and carpenter killed, and two wounded.

On the 27th of September, in the evening, a division of sloops and bomb-vessels, under Commander Samuel Jackson, of the 16-gun ship-sloop Autumn, bombarded Calais for some hours; but a north-easterly gale obliged them to haul off.

On the 29th of September, the 36-gun frigate Leda, Cap-

tain Robert Honyman, drove on shore twenty-three sail of gun-vessels which were attempting to escape from Calais to Boulogne, and the whole were bilged upon the rocks.

On the 29th of September, the launch, barge, and cutter belonging to the 50-gun ship Antelope, Commodore Sir Sidney Smith, were sent away to reconnoitre the enemy's fleet in the Texel. The boats were commanded by Lieut. John M. Hanchett, assisted by Wm. C. C. Dalyell, midshipman. At daylight the boats were within half a mile of the Dutch admiral, when two schooners and five large gun-vessels put out to engage them. Lieut. Hanchett having succeeded in drawing the gun-vessels off the land and out of reach of the schooners, attacked the former, one of which he sank, and it is supposed killed and wounded a great many men. A breeze enabling the schooners to close the gun-boats, the Antelope's boats retreated, the enemy continuing a running fight until within three miles of the ship. On the 24th of October, the same officers attacked and drove ashore, under Sandfurt, sixteen vessels, and after dispersing the troops sent for the protection of the shipping, burnt three of the vessels. On the 28th and 30th of October, Lieut. Hanchett and Mr. Dalyell similarly distinguished themselves in the Vlie Passage; but on the 7th of November, while serving in the Experiment schuyt, got aground in a gale of wind near the south-west end of Goree, and after a gallant defence were made prisoners.

On the 9th of October, the 18-gun brig Atalante, Commander Joseph Ore Masefield, drove ashore three French merchant vessels, under the battery of the St. Gildas, at the mouth of the river Pennerf. The boats were then sent in under Lieutenant John Hawkins and Richard Burstal, the master, which succeeded in boarding the vessels after much resistance from a party of soldiers. As the vessels were light, and of no value, their cables were cut, and they drifted on the rocks. The boats then returned to the brig, having had one man killed and two wounded. A sword of fifty guineas' value was presented to Lieut. Hawkins by the Patriotic Fund.

On the 26th of October, Lieutenant Robert Henderson, of the 18-gun brig Osprey, in a boat with seventeen men, boarded the French cutter privateer Ressource, mounting

four guns, with a crew of forty-three men, notwithstanding the heavy fire which, on the approach of the boats, was kept up by the cutter. After a sharp but ineffectual resistance, the cutter was carried; Lieutenant Henderson and four seamen being wounded. The Ressource had two men killed and twelve wounded. Lieutenant Henderson was complimented by the Patriotic Fund Committee with a sword of fifty guineas' value.

On the 31st of October, the British hired armed cutter Admiral Mitchell, Lieutenant Alexander Shippard, fought a gallant action off Boulogne with a French 12-gun brig and an armed sloop, having five vessels under convoy, and succeeded in driving the brig on shore. Four men were wounded on board the Admiral Mitchell, two badly. The Leda frigate, with the sloops of war Lark and Harpy, were in sight, endeavouring to beat up to the assistance of the cutter. A sword of fifty guineas' value was voted to Lieutenant Shippard by the Patriotic Fund, but he received also the more acceptable reward of promotion.

On the 3rd of November, while the 36-gun frigate Blanche, Captain Zachary Mudge, was lying at anchor off the entrance of Mancenille Bay, St. Domingo, the French armed cutter Albion was discovered close under the guns of Monte Christi, where she was waiting with a cargo of bullocks for the use of the garrison at Cape François. The cutter mounted two 4-pounders, besides six swivels; and her crew numbered forty-three, including officers. The fort mounted four long 24-pounders and three field-pieces, which entirely commanded the cutter. Captain Mudge, deeming the position of the cutter to be assailable, despatched the ship's boats, under the orders of Lieutenant William Braithwaite, in open day, to endeavour to cut her out; but the attack was not made.

A night expedition was then proposed, and Lieutenant of marines Edward Nicolls volunteered with one boat to make the attempt. This offer was accepted, and the red cutter, with thirteen men, himself included, put off from the frigate; but Captain Mudge, fearing that the courage of Lieutenant Nicolls might induce him to overrate his strength, despatched after him the barge, in which were twenty-two men, under the orders of Lieutenant the Hon.

Warwick Lake. The barge joined, but subsequently separated, and Lieutenant Nicolls proceeded alone in the execution of the project. At about 2h. 40m. A.M., on the 4th, the red cutter arrived within hail of the Albion, and was challenged, to which the daring crew responded with three hearty cheers, and dashed on at the enemy, round, grape, and musket shot ploughing up the water about the boat, and whistling over the men's heads. By the second volley of musketry, the coxswain and two others were severely wounded; but before a third could be fired, Nicolls and his gallant band had gained a footing on the Albion's deck. A fierce struggle ensued. The lieutenant was badly wounded, and the French captain killed; but in a short time the French crew was overpowered, and driven below. Hitherto not a shot had been discharged from the batteries, and in order to keep up the delusion that the victory was undecided, Lieutenant Nicolls ordered the marines with him to load and fire as rapidly as possible, while the seamen employed themselves in getting the cutter underway. The vessel was nearly under sail, when the barge, with Lieutenant Lake, came alongside, and took the command, and the marines having ceased firing, the battery immediately opened, by which two of the Blanche's crew were killed. Fortunately the breeze freshened off the land, and the cutter was quickly out of gun-shot, without suffering any further loss. The particulars of this gallant affair not having been fully stated, the committee at Lloyd's awarded two swords—one of £50 value to Lieutenant Lake, and the other of £30 to Lieutenant Nicolls—in reward for their gallantry. The wounds of Lieutenant Nicolls were both painful and dangerous. A musket-ball struck his belly, and, by the resistance of the integuments, was passed round, and came out at his right side, and lodged in the fleshy part of his arm; and yet his name was not returned in the official letter as among the wounded.

On the same morning the launch of the Blanche, with twenty-eight men, under the command of John Smith, master's mate, attacked a French schooner mounting a long 8-pounder and manned with thirty men, as she was coming out of the Caracol Passage, and, after an obstinate resistance, carried her, after she had lost one man killed and five

wounded. The launch had one man killed and two wounded. Mr. Smith being promoted, the naval medal has been granted to the survivors of his boat's crew; but no such mark of distinction has been conferred on those who served the same morning in the "red cutter."

On the 7th of November, Edward Henry A'Court, midshipman, of the Blanche, was sent in a cutter, with seven seamen and marines, to obtain sand for the use of the ship. In the evening, on her return, the boat fell in with a schooner lying nearly becalmed, which she pulled towards, and apprehensive that she was a privateer, cautiously kept in her wake. Just as they got under her stern, a fire of musketry from the schooner mortally wounded one, and severely wounded another of the boat's crew. Mr. A'Court nevertheless pulled up alongside, and with his five remaining men, boarded and carried the schooner, although she had among her passengers a French colonel and thirty soldiers. A more gallant performance is not on record.

On the 14th of November, a detachment of seamen and marines, numbering 134 men, under the orders of Commander William Ferris, of the 14-gun brig Drake, with Lieutenants Thomas Cole and Thomas Furber, of the 74-gun ship Blenheim, Captain Thomas Graves, and Lieutenants of marines Walter S. Boyd and George Beatty, accompanied by the Swift cutter, proceeded off Marine Harbour, Martinique, to attack the French privateer schooner Harmonie, at anchor within. The marines landed and surprised the fort, taking fifteen prisoners, when they dismounted and spiked the guns and blew up the magazine. The boats were fired upon as they approached the schooner, but she was boarded and carried in a few minutes. The Harmonie mounted eight guns, and out of her crew of sixty-six men, had two killed and fourteen wounded. The British loss amounted to one man killed and five wounded. Swords valued at fifty guineas each were presented by the Patriotic Fund to the officers employed on this service.

On the 30th of November, the French squadron, with the troops under General Rocambeau, evacuated Cape François, St. Domingo, and by the terms of their capitulation the French ships in that port were to be surrendered to the

British squadron[1] as soon as they quitted the harbour. The 40-gun frigate Surveillante was taken possession of accordingly; but the Clorinde, in coming out, grounded on the rocks under Fort St. Joseph, and beat off her rudder, and her situation became so desperate from the heavy sea breaking on the rocks, that the boats which had been sent to her assistance were returning to the squadron. At this time the Clorinde had on board nearly 900 souls. Among the boats present was the Hercule's launch, containing forty men, under Lieutenant Nesbit Josiah Willoughby, who, anxious to rescue the unfortunate creatures from the certain death that awaited them, either by perishing in the ship, or being murdered by the blacks on shore, put back towards the Clorinde. As he approached, he found the side of the ship crowded with men, anxious to jump into the launch; and knowing that if he approached nearer, this mass of human beings would leap into the boat and swamp her, he procured a small punt, in which he alone embarked, ordering the launch to lay off on her oars. Lieutenant Willoughby, having reached the Clorinde, proposed to General Lapoype to haul down the French flag, and surrender the ship to him. This, after some little hesitation, was acceded to, and the British colours hoisted. Lieutenant Willoughby then, with some difficulty, landed, and having obtained an interview with General Dessalines, gained from him a promise of assistance to enable him to get the ship afloat, or, in case of her destruction, protection for the crew, who were in that case to be considered as British prisoners. With the assistance from the shore, and the arrival of some boats from the British squadron, together with the falling of the wind, Lieutenant Willoughby succeeded in heaving the Clorinde off the rocks. Thus, by the humane and uncommon exertions of one officer, a great many lives were undoubtedly preserved. The Clorinde being a fine frigate, was, with the Surveillante, added to the British navy.

[1] See page 66.

1804.

Towards the close of the preceding year the British 74-gun ship Centaur, Captain Murray Maxwell, bearing the broad pendant of Commodore Samuel Hood, was cruising off Fort Royal Bay, Martinique, watching the port and endeavouring to intercept vessels entering or coming out. At the distance of rather less than a mile from the south-west end of Martinique, called Diamond Point, stands the Diamond Rock, the height of which is about 600 feet, the circumference less than a mile, and in shape very similar to a haystack. The west side of the rock is alone accessible, it presenting on the other sides a perpendicular surface from within a few feet of its summit, and on the west side a heavy surf breaks at most times, which renders landing impracticable. After landing, the difficulties are great, and the person has to creep through crannies and over dangerous steeps until reaching the north-west side of the rock, where the eye is suddenly relieved by a sloping grove of wild figtrees. Commodore Hood, finding that vessels frequently eluded him by passing between the Diamond Rock and the mainland, determined to take possession of and fortify it, making it at the same time a sort of depôt or stationary ship of war, from whence boats could be detached to harass the enemy's trade.

In the month of January, a landing was effected, and in an inconceivably short space of time, but after a work of unparalleled labour, five of the Centaur's guns—three 24 and two 18-pounders—were mounted on different parts of this stupendous castle. One of the 24-pounders, fitted upon a circular carriage, commanded the landing-place, ranging almost to the Bay of Marin ; another was mounted upon the north-east side, and the third 24-pounder half-way up the rock. Upon the summit, which commands an extensive range, the 18-pounders were placed. The rock being thus fortified, and a sufficient store of ammunition supplied, Lieu-

tenant James Wilkes Maurice, of the Centaur, with the rank of commander, and a crew of 120 men and boys, for which a four months' supply of provisions and water was landed, hoisted his pendant on the "British sloop of war Diamond Rock."

On the evening of the 3rd of February, four of the Centaur's boats, containing sixty seamen and twelve marines, under the orders of Lieutenant Robert Carthew Reynolds, were sent to attempt the capture of the French 16-gun brig Curieux, Captain Cordier, lying at anchor near the entrance of Fort Royal, Martinique. Every precaution had been adopted to prevent a surprise, and at about 1h. A.M. on the 4th, the Centaur's boats, on their approach, were hailed by the Curieux, and some guns and musketry discharged. The British marines quickly returned the fire, and the boats having got alongside, attempted to board. Lieutenant Reynolds, finding the brig's boarding-netting triced up fore and aft, which he was unable to surmount, dropped astern, but in defiance of a galling fire of musketry and swivels, at length succeeded with his crew in getting on board. After a very determined resistance the Curieux was carried, and her cables being cut, she stood out of Fort Royal harbour, under a heavy fire from the batteries at the entrance. Lieutenants Reynolds and George E. B. Bettesworth, John Treacy, midshipman, and six seamen, were wounded; but Lieutenant Reynolds was severely injured. This gallant officer, who was promoted and appointed to command the prize, did not survive to enjoy the honours he had won. The Curieux's loss, out of a crew of seventy men, amounted to ten killed and thirty wounded, including all but one of her officers. Swords, value fifty guineas, were voted by the Patriotic Fund to Lieutenants Reynolds and Bettesworth; and the naval medal has been recently granted to the survivors.

On the 5th of February, the 12-gun schooner Eclair, commanded by Lieutenant William Carr, while cruising about sixty leagues to the northward of Tortola, fell in with the French 22-gun privateer ship Grand Décidé, and after a very close and gallant action, which lasted thirty minutes, the ship made all sail away. The Eclair, out of about sixty men and boys, in this most unequal contest, had one killed

and four wounded, with her rigging cut to pieces, and her masts and yards damaged. The crew of the privateer numbered 220; but her loss, which must have been severe, is not known. The Patriotic Fund voted Lieutenant Carr a sword valued at fifty guineas; and a piece of plate of the same value was presented to Mr. Salmon, the master, for the gallant conduct evinced by him, in cutting out a French privateer on the 4th of the succeeding month.

On the 31st of January, the India fleet, of sixteen sail of first-class ships, sailed from China for Europe. The ships were from 1,200 to 1,500 tons, mounting thirty or thirty-six guns, with crews averaging 100 men each, exclusive of Indian sailors. But although armed with thirty guns, few, if any, of the ships were calculated to contend with a corvette, for their ports were so small, that the guns could only be fired at an object immediately abeam, and these were short 18-pounders, not much more effective than carronades of the same calibre; in fact, the armament of the Indian ships served only to deter small privateers and piratical Malays from attacking them. But their appearance was very warlike; for being lofty ships, well-rigged and painted, with two tiers of ports, they, at a distance, might easily have been taken for line-of-battle ships; and, as we have already seen, a large French frigate was so misled by this appearance, as to strike to one without firing a shot.[1] The fleet consisted of the following:—

Earl Camden....Nat. Dance	Abergavenny ....J. Wordsworth
Warley .....Hen. Wilson	Addington .....J. Kirkpatrick
Alfred .....Jas. Farquharson	Bombay Castle ..Arch. Hamilton
Royal George ..J. F. Timmins	Cumberland.....W. W. Farrer
Coutts .....Robert Tourin	Hope .....J. Pendergrass
Wexford .....W. S. Clarke	Dorsetshire .....R. H. Brown
Ganges ..... Wm. Moffatt	W. Hastings ....Thos. Larkins
Exeter .....Hen. Meriton	Ocean .....J. C. Lochner

There were also eleven country ships, two other merchant ships, and the Company's armed brig Ganges.

On the 14th of February, at 8h. A.M., the fleet being off Pulo Auro, discovered four strange sail to leeward, bearing south-west; and Captain Dance, who, as the senior captain, hoisted a commodore's broad pendant, directed the Alfred,

[1] See page 12, *ante*.

Royal George, Bombay Castle, and Hope, to bear up and reconnoitre the strangers. The Ganges also stood towards the strangers, which in a short time were made out to be a squadron of one line-of-battle ship, three frigates, and a brig. These composed Rear-Admiral Linois' squadron, and were the 74-gun ship Marengo, 40-gun frigate Belle Poule, 36-gun frigate Sémillante, 22-gun corvette Berceau, and 16-gun brig Aventurier. This squadron had sailed from Batavia purposely to intercept the China fleet, and on perceiving the British ships, hauled close to the wind and made sail towards them. Having recalled his ships, Commodore Dance made the signal for a line-of-battle in close order, steering their proper course under easy sail, and by nightfall the French squadron was on the weather quarter of the British fleet. Commodore Dance disposed his ships in the best possible order for defence, placing the country ships on the lee bow of the armed ships; and then hove to for the night and hoisting lights, boldly awaited the approach of the enemy. The French admiral, however, appeared little inclined to attack, probably fearing that among the East-India ships were ships of war; and consequently, at daylight on the following morning, the French squadron was about three miles to windward, also lying to. Commodore Dance observing, at 9h. A.M., that the French made no hostile demonstration, filled and made sail on the starboard tack, and hoisted his colours, upon which the French squadron edged off the wind, and stood towards the British.

At 1h. P.M., observing that the intention of the French admiral was to cut off the rear of the British, Commodore Dance made the signal for his fleet to tack in succession, and to edge off the wind to windward of the British rear, and engage the enemy on arriving up. This skilful manœuvre was performed with the correctness of a well-disciplined fleet, the Royal George leading, followed closely by the Ganges, Earl Camden, Warley, Alfred, and others. In this manner the British ships, with a light air of wind and top-gallant-sails set, approached the enemy. At 1h. 15m. the Marengo opened fire upon the Royal George and Ganges, which the latter returned in a very spirited manner. The Royal George was engaged nearly forty minutes; the Ganges and other ships were also engaged as they arrived up, but for

a shorter period than the Royal George; and after the action had lasted forty-three minutes, the Marengo and consorts ceased firing, hauled to the wind, and made sail away. Commodore Dance immediately made the signal for a general chase, but without any prospect of success; it, however, had the effect of scaring away the French admiral from the rich booty which a perseverance in the attack must have put into his possession.

The Royal George, in her gallant encounter, had only one man killed and one wounded; but several shot had struck her hull, and her sails and rigging were much cut. No other ship received any material damage, and the French squadron none. If ever a French admiral was frightened from his prey, it was Linois; but it was only the great skill and bold front which Dance so wisely maintained throughout, that preserved every ship from capture. Commodore Dance received distinguished marks of approbation from all quarters; not the least valued of which was the honour of knighthood, bestowed upon him by his sovereign. Lieutenant Robert M. Fowler, of the Royal Navy, who was taking a passage to England in the Royal George, afforded valuable assistance on the occasion. The Patriotic Fund voted him a sword, valued at fifty guineas, and to each of the captains of the East-Indiamen, swords of the same value, but to Commodore Dance, a sword, value 100 guineas.

On the 4th of March, two boats belonging to the 74-gun ship Blenheim, Captain William Ferris, containing fifty officers and men, under Lieutenant Thomas Furber, made a gallant attack upon the French national schooner Curieuse, which was moored under a battery at the town of St. Pierre. The schooner was fully prepared for resistance, having a boarding-netting triced up to her mastheads, and her sweeps rigged out on each side; but the boats' crews, notwithstanding a heavy fire from the schooner and neighbouring forts boarded and carried her, after a very hard struggle. As soon as the cables were cut, the schooner swang round, and grounded on the beach, and it was then discovered that she was moored to the shore, by a chain under the bottom. Lieutenant Furber was therefore compelled to abandon the prize his gallantry had won, and returned to the ship with

the loss of three killed, five officers and fourteen men wounded, and three missing.

On the 13th of March, Lieutenant Thomas Forrest, with thirty volunteers from the 36-gun frigate Emerald, Captain James O'Brien, embarked on board the armed sloop Fort Diamond, and proceeded to attack the French 10-gun privateer schooner Mosambique, lying under some guns at Seron, just within the Pearl Rock, at the western extremity of Martinique. The sloop ran the schooner aboard with such violence, that the chain by which the latter was secured to the shore was broken; Lieutenant Forrest and his men then sprang on board, and most of the schooner's crew, sixty in number, fled to the shore. Mr. Hall, master's mate, and one seaman were wounded. A sword, valued at fifty guineas, was presented to Lieutenant Forrest by the Patriotic Fund, in acknowledgement of his gallantry.

On the 14th of March, two boats of the 14-gun brig Drake were sent under the orders of the master, William Robson, to board a ship, mounting eighteen guns, which had been chased and driven on shore by the Drake, near some batteries at the Hayes, Guadaloupe. As the boats approached, the vessel was deserted by the crew, and half an hour afterwards (having been treacherously set on fire previously to her crew leaving), blew up, killing a master's mate, three seamen, and one marine, and mortally wounding Mr. Robson, besides severely injuring several of the boat's crew. This was the third occasion, within less than a month, on which Mr. Robson and his gallant companions had distinguished themselves.

On the 17th of March, the 16-gun brig Penguin, Commander George Morris, drove on shore, on the bar of Senegal, the French privateer schooner Renommée, of twelve guns and eighty-seven men, which, on the 24th, was totally destroyed by Lieutenant Charles Williams and a boat's crew.

On the 23rd of March, the boats of the 32-gun frigate Magicienne,[1] Captain Adam Mackenzie, in command of Lieutenant James Boxer, assisted by Lieutenant Daniel

[1] We have been unable to meet with any other record of this capture than is to be found in a list of the votes of the Patriotic Fund Committee.

Barber, cut out the Dutch gun-boat Schrik: the Patriotic Fund Committee voted to each a sword, value fifty guineas.

On the 23rd of March, the 18-gun ship-sloop Osprey, Commander George Younghusband, cruising on the Windward Island station, chased the French 12-pounder 36-gun privateer Egyptienne, and arriving within hail commenced an action, which was continued with the utmost gallantry for one hour and twenty minutes, when the Egyptienne sheered off, and before dark was out of sight. The Osprey had one man killed and sixteen wounded. The privateer, out of 248 men and boys, had eight killed and nineteen wounded. Two days afterwards, the Egyptienne was chased by the 12-pounder 14-gun ship-sloop Hippomenes, Commander Conway Shipley, and after a pursuit of fifty-four hours, and a running fight of three hours and twenty minutes, hauled down her colours and was taken possession of. On board the Hippomenes, John Lloyd, master's mate, was wounded. The Egyptienne had formerly been the national frigate Railleuse, and measured 850 tons. Captain Shipley, with his accustomed liberality, stated in his official account of the capture, that he attributed his easy victory to the dread entertained on board the Egyptienne of being as severely beaten as she had previously been by the Osprey. Both commanders were deservedly noticed by the Patriotic Fund, and a sword of the value of 100 guineas presented to each.

On the 24th of March, the 13-gun bark Wolverine, Commander Henry Gordon, on her way to Newfoundland, with eight sail of convoy, was chased by the French 30-gun privateer Blonde. Captain Gordon, directing the merchant vessels to make the best of their way into port, stood towards the stranger, and at 4h. P.M., arrived within half gun-shot, and hove to on the starboard tack. The Blonde soon afterwards ranged up alongside to windward, and commenced the action, then wore with the intention of raking the Wolverine; but the latter, to avoid this, wore also. The two vessels then came to the wind on the larboard tack, and the action continued uninterruptedly for fifty minutes. The Wolverine, being in that time much shattered, her wheel shot away, and her hold filled with water, hauled down her colours. Out of a complement of seventy men and boys, one midshipman and four seamen were killed, and ten wounded. The Blonde

was a frigate-built ship of 600 tons, and mounted twenty-four long 8-pounders on the main-deck, and six carronades on the quarter-deck and forecastle, with a crew of 240 men. Her first lieutenant was mortally, and five men slightly, wounded.

The prisoners were scarcely removed from the Wolverine ere she sank, affording a convincing proof of her having been defended to the last extremity. Commander Gordon, on his return to England, was tried by court-martial, and most honourably acquitted, and shortly afterwards promoted.

On the 28th of March, the 18-gun brig Scorpion, Commander George Nicholas Hardinge, cruising off the Dutch coast, discovered two brig-corvettes lying in the Vlie Passage, at the entrance of the Texel. On the 31st, the 14-gun sloop Beaver, Commander Charles Pelly, joined company, and it was decided on to attempt the cutting out one of the brigs. Accordingly, at 9h. 30m. P.M., five boats, containing sixty officers and men, headed by the two commanders, quitted the Scorpion. About half-past ten they got alongside the outermost, which was the Dutch national brig Atalante, mounting sixteen long 12-pounders, with a crew of seventy-six men, and fully prepared for defence, having her boarding-nettings triced up.

Commander Hardinge was the first man on her deck, but was quickly supported by his boats' crews. The impetuosity of the assault was such, that many of the Dutch crew ran below; those who remained, however, fought desperately, and did not surrender until the captain[1] and three seamen were

[1] Captain Hardinge, in a private letter, furnishes several interesting details. "The decks," he writes, "were slippery in consequence of rain, so that, grappling with my first opponent, a mate of the watch, I fell; but, recovering my position, fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted: he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when a seaman of mine" (as Captain Hardinge thought at the time, but it was Mr. Williams, the master) "came up and rescued me, and enabled me to recover my sword. At this time all the men from the boats had boarded, and were in possession of the deck. Two men were going to fall upon the captain at once. I ran up, held them back, and then adjured him to accept quarter. With inflexible heroism he disdained the gift, kept us at bay, and compelled us to kill him. He fell covered with honourable wounds." Captain Carp was buried with all the respect which his bravery merited, and the prisoners were all put on shore.—*Naval Chronicle*, vol. xx.

killed, and three officers and eight seamen wounded. Lieutenant Buckland S. Bluett, Woodford Williams, master, Edmund Jones, midshipman, and two seamen, all of the Scorpion, were wounded. A heavy gale coming on the next morning, the British were obliged to remain forty-eight hours before they could weigh; but at length, after three days' perseverance in the intricate channel, the Atalante was brought off. Captain Hardinge was for his gallantry posted into the Proselyte, and Lieutenant Bluett made a commander. Swords, each of 100 guineas' value, were presented by the Patriotic Fund to Commanders Hardinge and Pelly, and of fifty guineas' value to Lieutenants Bluett, William Shields, and Edward White. Robert Fair, master of the Beaver, and James Puckinghorn (or Polkinghorn), master's mate, were similarly noticed for their gallantry. This is a naval medal action.

On the 3rd of April, the hired armed cutter Swift, Lieutenant William M. Leake, was captured after a severe struggle (in which the commander and several men were killed) by the French xebeck privateer Espérance, of greatly superior force. The Swift had despatches from England for Lord Nelson off Toulon, but which were destroyed prior to the cutter's capture.

On the 9th of April, the Wilhelmina, armed *en-flûte*, mounting eighteen long 9-pounders, one 12-pounder carronade, and two long 6-pounders, Commander Henry Lambert, bound to Madras, and accompanied by a country ship valuably laden, discovered a large sail in chase. Captain Lambert immediately directed the merchant ship to part company, and make the best of her way to Trincomalé. The stranger was the French 32-gun frigate privateer Psyché, Captain Trogoff, and on the 11th, at daylight, the Wilhelmina hoisted her colours and tacked towards her, and passing on opposite tacks, the Wilhelmina to windward, an engagement commenced. The Wilhelmina then wore, and passed under the stern of the Psyché, raking her with effect; but after much clever manœuvring on both sides, and a close and spirited action, which lasted one hour and a half, the Psyché made sail away, leaving the British ship with her main-topmast gone, and otherwise too disabled for pursuit. Out of a complement of 134 men and boys, the Wilhelmina

had her boatswain and three men mortally, and six seamen slightly, wounded. The crew of the Psyché numbered 250, of whom her second captain and ten men were killed, and her captain (dangerously) and thirty-two men wounded. Captain Lambert was deservedly posted, and appointed to the 32-gun frigate Terpsichore.

On the 1st of May, the boats of the troop-ship Thisbe, Commander Lewis Shepheard, in charge of Lieutenant Robert Corner, captured the privateer Véloce, the circumstances attending which were considered by the committee of the Patriotic Fund to merit a reward of fifty guineas; but no official report of the affair is to be met with.

On the 8th of May, the 18-gun brig Vincego, Commander John Westley Wright, lying becalmed at the entrance of the Morbihan, on the coast of Bretagne, and while endeavouring to sweep out against the current, was attacked by a French flotilla, commanded by Lieutenant Tourneur, consisting of six brigs, each mounting two long 18 and one 24-pounder, with seventy men; six luggers, mounting each two 18-pounders, with from forty to fifty men; and five luggers, each armed with a brass 36 lb. howitzer, and from twenty to thirty men: total, thirty-five guns, and 700 men. At 8h. 30m. A.M. the gun-vessels opened their fire, gaining rapidly on the Vincego. At 9h. 30m., the brig opened her broadside upon her numerous and powerful foes, which she continued to engage nearly two hours within musket-shot. By this time the Vincego was very much disabled aloft, had three guns dismounted, and out of fifty-one men and twenty-four boys, two were killed, and twelve wounded, including the captain. Finding further resistance unavailing, the British colours were hauled down.[1]

On the 16th of May, a division of prames and gun-boats, under Rear-Admiral Ver Huell, from Flushing, bound to Ostend, mounting together upwards of 100 guns, long 28,

[1] The French commander, on receiving the sword from Captain Wright, thus addressed him:—"You have nobly defended the honour of your nation and the reputation of your profession. We love and esteem the brave; and you and your crew shall be treated with every possible attention." The subsequent murder of Captain Wright, in the Temple, at Paris, served as a melancholy answer to the French officer's speech.

24, and 36-pounders and mortars, having about 5,000 men, was attacked by a squadron of frigates and sloops under Sir Sidney Smith. The 18-gun brig Cruiser, Commander John Hancock, and 16-gun sloop Rattler, Commander Francis Mason, particularly distinguished themselves, and were chiefly instrumental in driving on shore the flag-prame Ville d'Anvers and four schooners. The Cruiser had one seaman killed, and George Ellis, captain's clerk, and three seamen, wounded ; the Rattler, two men killed, and three wounded ; and the Aimable, Mr. Christie, master's mate, Mr. Johnson, midshipman, and five men, killed ; and Lieutenant William Mather, William Shadwell, purser, Mr. Connor, midshipman, and eleven men, wounded.

On the 21st of June, the 14-gun ship-sloop Hippomenes, Commander Kenneth Mackenzie, cruising off Antigua, discovered to windward the French 8-pounder 18-gun privateer Bonaparte, which, deceived by her appearance, hoisted English colours, and chased. At 1h. 50m. P.M., having arrived within gun-shot of the Hippomenes, the latter opened her fire, which the privateer returned. In a short time the Bonaparte, being much cut up in sails and rigging, fell on board the Hippomenes ; and Captain Mackenzie, having caused the privateer's bowsprit to be lashed to the mainmast of his ship, called to his crew to follow him, and gallantly rushed on the enemy's forecastle. The French were driven aft, where they rallied ; but, instead of having been followed by his crew, Captain Mackenzie found only eighteen men with him, and after a desperate struggle nine were driven back to their vessel, their loss having amounted to five men killed, and Lieutenant William Pierce, and William Collman, purser, with two seamen, who were left prisoners on board the French vessel. Of the nine who returned to the Hippomenes eight were wounded, including the captain and master's mate severely. The lashing having parted, the two ships separated, and the Bonaparte, leaving the Hippomenes in a disabled state, made sail and escaped. Captain Mackenzie received no less than fourteen wounds, and was so exhausted, that he fell senseless into the main chains of his own ship.

On the 11th of July, at 10h. P.M., ten boats belonging to the frigates Narcissus, Seahorse, and Maidstone, under the

orders of Lieutenant John Thompson, of the Narcissus, with Lieutenants John Richard Lumley, Ogle Moore, and Hyde Parker, mates, and Midshipmen Robert Maunsell, Samuel Spencer, William Walker, John George Victor, and — Hamilton, attacked twelve settees, lying at La Vandour, in Hiéres Bay, moored with chains to the beach, and covered by a battery of three guns. About midnight, under a very heavy fire from the settees and the troops on shore, the vessels were gallantly boarded, and all, except one, which was brought off, set on fire. In this affair Thomas Owen Roche, midshipman, two seamen, and one marine, were killed; and Lieutenant Lumley (lost an arm), Robert Maunsell, mate, Thomas W. Bedingfield, Thomas A. Watt, and John G. Victor, midshipmen, fifteen seamen, and three marines, wounded. Most of the above officers received swords or other testimonials of their gallantry from the Patriotic Fund.

On the 12th of July, the 36-gun frigate Aigle, Captain George Wolfe, drove on shore and destroyed the French 20-gun ship Charente and 8-gun brig Joie, close under Cordouan lighthouse.

On the 15th of July, at 2h. 30m. A.M., the 14-gun ship-sloop Lily (12-pounder carronades and two 4-pounders), Commander William Compton, was chased, when off Cape Roman, in the United States, by the French privateer Dame Ambert, mounting sixteen long 6-pounders, commanded by Captain Charles Lamarque. As the Lily was kept at long-shot distance, her carronades were of little use, and being soon disabled in her rigging, the privateer closed, and taking up a position under her bows, after lashing the bowsprit of the Lily to her taffrail, made several attempts to board. In this raking position, the British crew, originally about seventy men, suffered severely, and among the killed were the captain, the first lieutenant, and several other officers. The remainder, many of whom were severely wounded, and among them Michael Head, master's mate, nobly defended the ship; but two hours and ten minutes from the commencement of the action, the ninth assault of the French crew was successful, and the Lily was boarded and carried. The loss on board the Dame Ambert is stated in the French accounts at five men killed, and eleven wounded.

On the 19th of July, the squadron under Commodore

Owen, in the 38-gun frigate Immortalité, consisting besides of the 38-gun frigate Leda, Captain Robert Honyman, and a great many small vessels, attacked a division of gun-vessels off Boulogne, and drove on shore three brigs and a lugger, disabling several others.

On the 31st of July, the 32-gun frigate Tartar, Captain Keith Maxwell, being at daybreak to leeward of the island of Saöna, in the West Indies, chased a schooner, which, in order to escape, made for the narrow passage between Saöna and St. Domingo. At 8h. A.M. the Tartar had gained considerably in the pursuit; but although repeatedly fired at, the chase, which was the French privateer schooner Hirondelle, mounting ten long 4-pounders, refused to bring to, and persisted in entering the channel, where she anchored, under cover of a reef of rocks. The frigate being unable to follow the schooner, Captain Maxwell permitted three boats to attempt her capture; and these, commanded by Lieutenants Henry Muller and Nicholas Lockyer, and manned by volunteers, proceeded on this service. Although exposed to a severe fire, and in the face of a strong sea-breeze, the boats accomplished their purpose with the utmost gallantry, and only one seaman and one marine were wounded. The Hirondelle, out of a crew of fifty men, had fifteen killed and wounded, and three missing. The Patriotic Fund voted to each of the lieutenants a sword of fifty guineas' value.

On the 26th of August, a flotilla of sixty brigs and upwards of thirty luggers was attacked off Cape Grinez by the Immortalité frigate, Commodore Owen; 18-gun brig Harpy, Commander Edmund Heywood; 12-gun brig Adder, Lieutenant George Wood; and Constitution cutter, Lieutenant J. S. A. Denis, within shot of their numerous batteries. Several gun-vessels ran ashore, and the remainder bore up for Boulogne. The Constitution was sunk by a shell, and one seaman killed and six wounded was the total loss of the British squadron. This action was performed in sight of Napoleon, to whose hopes for an invasion of England by means of the flotilla this defeat was a heavy blow.

On the 13th of August, Captain Henry Heathcote, commanding the 32-gun frigate Galatea, learning that the Lily—the name of which had been changed to General Ernouf—was lying in the Saintes, near Anse à Mire, despatched four

boats, containing about ninety men, under the command of Lieutenant Charles Hayman, and Michael Birbeck, master, assisted by Lieutenant of marines Robert Hall, and other officers, to attempt her recapture. Every means of defence had been adopted for her protection; an armed schooner was placed across her bows, the ship lay close under the batteries, and a boat rowed guard at the entrance of the harbour, to give timely intimation of the approach of boats. Not a shot was fired until Lieutenant Hayman, in the barge, at about 1h. A.M., got nearly alongside, when, notwithstanding a tremendous cannonade, the boats pulled in. Lieutenant Hayman was mortally wounded, and out of twenty-six men in his boat more than twenty had received dangerous wounds. The three remaining boats, after enduring a heavy fire of grape and musketry for nearly an hour, were under the necessity of retreating, leaving the barge to her fate, and after repassing the batteries, reached the Galatea at 3h. 30m. A.M. The loss in this unfortunate affair amounted to Lieutenant Hayman, who fell covered with wounds, the master, and Mr. Wall, midshipman, killed. Lieutenant Hall lost his right arm, and was made prisoner, and several other officers were wounded. The total loss in killed, wounded, and prisoners, was sixty-five.

On the 17th of August, the 38-gun frigate Loire, Captain Frederick L. Maitland, cruising off the French coast, fell in with the 30-gun privateer Blonde; and after a twenty hours' chase, and running fight of fifteen minutes, in which the Loire had Ross Connor, midshipman, and five seamen wounded, and the Blonde two killed and five wounded, the French ship surrendered. The Blonde was the same which captured the Wolverine.

On the 15th of September, as the 50-gun ship Centurion, under the command of Lieutenant James Robert Philips (Captain James Lind being ashore on duty), was lying at anchor in Vizagapatam Roads, in company with two Indiamen, three ships, known to be the French 74-gun ship Marengo, Rear-Admiral Linois, with the frigates Atalante and Sémillante, were observed standing into the anchorage. At 10h. A.M., the Atalante having arrived within gun-shot, the Centurion cut her cable, and making sail, stood out

towards her, and at 200 yards' distance gave her a broadside. The Marengo and Sémillante, ten minutes afterwards, being on the larboard quarter of the Centurion, also opened fire upon her, and the latter gallantly sustained the unequal combat till 10h. 45m., when the Marengo, having sustained much injury to her sails and rigging, hauled to the wind, and was followed by the two frigates. A 3-gun battery had alone been able to co-operate with the British ship. Unable to manœuvre properly, owing to her damaged sails and spars, the Centurion soon after anchored in six fathoms, to the north-east of the town, where Captain Lind joined. At 11h. 30m. the French ships made another unsuccessful attack upon the British 50-gun ship, after which they took quiet possession of the Princess Charlotte Indiaman, and left the Centurion without further molestation. The Centurion's damages were extensive, and her loss amounted to one man mortally and nine slightly wounded. The Marengo had two men killed, and one wounded; and the Atalante, two killed, and six (one mortally) wounded. Captain Lind was knighted, and a sword of 100 guineas' value presented by the Patriotic Fund; but the lieutenant had to wait a year for his promotion, although complimented with a sword of fifty guineas' value by the Patriotic Fund Committee. The naval medal is granted for this action.

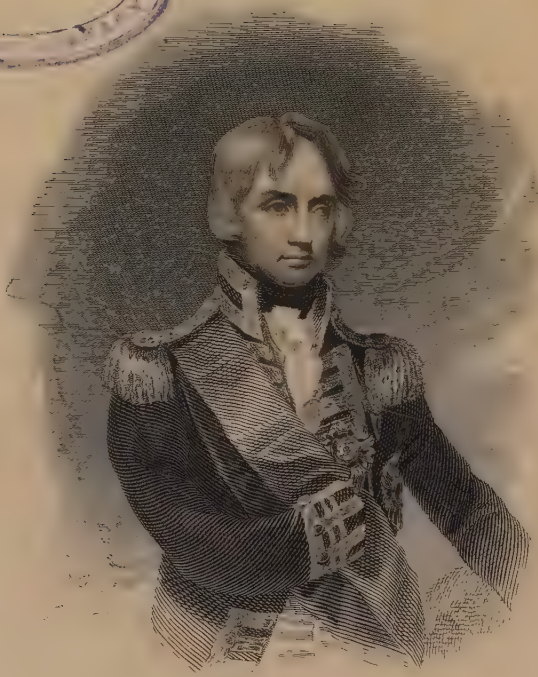
On the 3rd of October, a squadron, consisting of the 44-gun frigate Indefatigable, Captain Graham Moore; 32-gun frigates Medusa and Amphion, Captains John Gore and Samuel Sutton; and 38-gun frigate Lively, Captain Graham E. Hamond, were despatched off the coast of Spain to intercept a Spanish squadron expected from Monte Video, laden with treasure. On the 5th of October, at 6h. A.M., being off Cape Santa Maria, with the wind from north-east, the Medusa discovered four sail to leeward, to which chase was immediately given; and at 8h. A.M. the strangers, which were the Medea, of forty guns, Rear-Admiral Bustamente, and 34-gun frigates Fama, Clara, and Mercedes, formed the line of battle ahead, on the larboard tack, in the following order:—Fama, Medea, Mercedes, Clara. At 9h. 15m. the Medusa arrived within pistol-shot on the weather beam of the leading ship, the Indefatigable, Amphion, and Lively taking their stations

to windward of the Spaniards; but the Amphion ran to leeward of the Mercedes. The Indefatigable having fired a shot across the Medea, the Spanish ship hove to, and Captain Moore sent a boat alongside with Lieutenant Thomas Arscott, to explain to the admiral the nature of his orders, and to express a hope that their execution might be unattended with bloodshed; but an unsatisfactory reply was returned. A shot was then fired from the Indefatigable ahead of the Medea, and the Indefatigable ran down upon her weather bow. The Mercedes, upon this, fired into the Amphion, and the Medea into the Indefatigable. The signal was then made for close action, and after nine minutes' smart firing, the Mercedes took fire and blew up. The Fama having been closely engaged by the Medusa, struck her colours, but rehoisted them, and endeavoured to escape. In a few minutes the Medea and Clara surrendered, and the Lively having joined the Medusa in the pursuit of the Fama, the latter, after receiving a few shot from the Lively, hauled down her colours. The loss of the British squadron amounted to two men killed, and seven wounded. The Medea had two killed, and ten wounded; the Fama, eleven killed, and fifty wounded; and the Clara, seven killed, and twenty wounded. The Mercedes sank with the whole of her crew and passengers, except the second captain and about forty men, who were taken off a part off the wreck. The prizes were very valuable.

On the 5th of May, Surinam surrendered to a British squadron, under Commodore Samuel Hood, and 2,000 troops under Major-General Sir Charles Green. The naval force consisted of the 74-gun ship Centaur, Captain Murray Maxwell, bearing the commodore's pendant; three 44-gun ships, armed *en-flûte;* 36-gun frigate Emerald, Captain James O'Brien; 14-gun ship Hippomenes, Captain Conway Shipley (who had charge of the disembarkation of the troops); 14-gun ship-sloop Drake, Commander William Ferris; and schooner Unique, Lieutenant George R. Brand. This important conquest was achieved with the loss to the navy of Lieutenant James Edward Smith (Centaur), William Shuldham, midshipman, one boatswain, and two men, killed; and Lieutenants William King, Robert Henderson (both of the Centaur), and George Brand (Unique), and five men,

wounded; and of the troops a still slighter loss; the total being eight killed and twenty-one wounded, many by an explosion.

On the 4th of March, Gorée was recaptured (it having been taken in the month of January) by a small force under Captain Edward Sterling Dickson, in the 36-gun frigate Inconstant.



Nelson

1805.

THE capture of the Spanish frigates, just related, was made the plea for a declaration of war. This declaration was signed at Madrid, on the 12th of December, 1804, but it is more than probable that it would have been issued, had the attack on the Spanish ships not been made. The Spaniards possessed extensive fleets in Ferrol, Cadiz, and Carthagena, and their intention was to unite these with the Rochefort, Brest, and Toulon fleets, and, in conjunction with the invasion flotilla, annihilate England. Thanks to the valour and ability of a Nelson, and to the wooden bulwarks of England, their plans were frustrated. The force which Spain placed at the disposal of the French was thirty-seven large sail of the line, manned and ready for sea at a moment's notice.

On the 4th of January, the 16-gun sloop Rattler, Commander Francis Mason, cruising off the French coast, took possession of a fishing-boat belonging to Dieppe. At the time, there was lying in the Bay of St. Valery en Caux, close under a 4-gun battery, the French 14-gun privateer Vimereux, having a crew of seventy-eight men, including fifteen grenadiers chosen from the camp at Boulogne. As this vessel had committed great depredations upon British shipping, it was considered desirable to attack her; and Lieutenant William C. C. Dalyell[1] volunteered to endeavour to bring her out. Lieutenant Dalyell was accompanied by Acting-Lieutenant Augustus Donaldson, Edward Bourne, and William Richards, midshipmen, and twenty-seven men. Eleven men and a Frenchman embarked in the captured fishing-boat, commanded by Lieutenant Dalyell; eight were in the Folkstone's boat, under Lieutenant Donaldson; and eight in the Rattler's cutter, in charge of Mr. Bourne. The

[1] This gallant officer, whose capture is noticed at p. 71, after undergoing a series of privations and sufferings, had effected his escape and rejoined his ship.

fishing vessel taking the boats in tow, on closing the Vimereux, was hailed, and it became evident that the visit was expected.[1] The attack commenced with a heavy fire of small-arms from the privateer. Lieutenant Dalyell boarded on the larboard side, accompanied by Mr. Donaldson ; and after a severe struggle the defenders were driven below. The tide of victory, however, suddenly changed. It appears that a chest full of arms and loaded muskets, usually kept upon deck, had been put below the day preceding the combat, to ease the vessel in a gale of wind ; and the enemy was thus placed in possession of increased means of resistance. The sentinels placed to guard the hatchways, while the captors were getting the lugger underweigh, were shot down ; and the Frenchmen in a body rushed upon deck. A fearful slaughter ensued. The British fought, notwithstanding the odds against them, and with varied success ; but, after twenty minutes' conflict, Dalyell and his brave companion Donaldson fell, covered with desperate wounds.[2] Mr. Bourne, not

[1] It was a fine clear moonlight night. The sky was serene, and the firmament, gloriously studded, shed a silvery lustre over the rippling waves. When they arrived within hail, the watch on the deck of the lugger called out to know who came there. The Anglo-Frenchman answered that the boat was No. 78, and belonged to Fecamp. "What is the master's name?" rejoined the wary sentinel. The unfortunate fellow gave a name which some of his countrymen on board the vessel knew to be a false one. "Come on, come on, my lads!" said the foe ; "we know you are English. You will find us prepared."—*Marshall.*

[2] The enemy seeing the boats of the Rattler retreat, yet not daring to remain outside the harbour, now prepared to take their lugger over the bar. Already they had begun to throw into the sea the bodies of the slain ; and two men taking hold of Lieut. Dalyell round his legs and shoulders, were in the act of heaving him overboard also, when one of them slipped, betrayed by the clotted gore, and fell on his side amongst the mingled mass of French and British blood. To this accident was the gallant officer indebted for his life ; for just at that moment the Rattler was seen working into the bay and making signals with blue lights, which so much alarmed the enemy, that instead of consigning him to a watery grave, he was pitched headlong down the main hatchway. At this time he was quite senseless, in which state he lay, without the least attention being paid to him, for a couple of hours. From the hold of the privateer he was conveyed to a dark dungeon on shore, the floor of which was in a very humid state, scantily covered with straw. When the French military surgeons had dressed their wounded countrymen, they examined Lieut. Dalyell, and considered his case so desperate that they were inclined to pass him over as one already dead,—his head seemed hacked asunder, having received no less than nine sabre-cuts ;

having boarded with the others, had taken the lugger in tow, and was shot dead in his boat; and out of the whole thirty-one persons, only six escaped unhurt. Mr. Richards and ten or eleven wounded seamen regained the ship, but three of their number died before reaching Portsmouth. The Patriotic Committee voted Mr. Dalyell a sword of fifty guineas' value and a grant of £100.

Lord Nelson, with eleven sail of the line, was blockading twelve sail in Toulon; but being driven from his station for the purpose of watering his ships, the French fleet, under Vice-Admiral Villeneuve, sailed from Toulon on the 17th of January. Intelligence of this event having reached Lord Nelson at Sardinia, he searched every port in the Mediterranean in the hope of meeting the enemy; but the French fleet, having been damaged in a gale of wind, returned to Toulon, and Lord Nelson resumed the blockade. A second escape, however, took place on the 29th of March, when Villeneuve succeeded in effecting a junction with a Spanish squadron of six sail of the line, at Carthagena, with which he passed the Straits of Gibraltar, and sailed for the West Indies. Nelson, with ten sail of the line, followed him with unexampled vigour and decision, and the French admiral, learning by some means that he was pursued, quitted the West Indies in haste, having done nothing beyond capturing the Antigua convoy and the Diamond Rock. Finding that Villeneuve had left the West Indies, Lord Nelson returned homewards with the fleet, and joined Admiral Cornwallis off Ushant in July, from whence he proceeded to Gibraltar.

On the 21st of January, the 10-gun schooner Gipsey, Lieutenant Michael Fitton, while lying to off Cape Antonio, waiting to deliver despatches to the Princess Charlotte frigate, was chased by two schooners and three felucca-rigged privateers, which stood out from under the land. In order to draw one or more within reach, the lieutenant ordered all sail to be made, as if to escape; but by towing the bight of

his left foot was lacerated by a pistol-ball, and in addition he had three other severe and two slight wounds. They therefore contented themselves with binding a napkin round his head, which was all they could be prevailed upon to attempt on his behalf."—*Marshall.* This gallant officer survived his desperate wounds, but remained a prisoner in France till 1813. He is now (1851) a commander of Greenwich Hospital, and inheritor of a baronetcy.

the cable under the vessel's bottom, the Gipsey's progress was retarded. One of the privateers having arrived within shot of the Gipsey, the latter hauled to the wind. The privateer, finding the mistake, endeavoured to escape, but was so closely pursued and warmly attacked, that she ran on the Colorados reef, and went to pieces. The four remaining privateers, observing the fate of their companion, wisely regained the shore.

On the 3rd of February, a fleet of merchant ships, bound from Malta to England, under convoy of the 30-gun corvette Arrow, and bomb-vessel Acheron, Commanders Richard Budd Vincent and Arthur Farquhar, being off Cape Caxine, was chased by the French 40-gun frigates Hortense and Incorruptible. After an action gallantly maintained for the best part of two days, the British ships were captured; but by the skilful manœuvring of their commanders, thirty-one sail of valuable merchant ships were preserved. Out of a crew of 125 men and boys, the Arrow had thirteen killed and twenty-seven wounded, and the Acheron, out of sixty-seven, three killed and eight wounded. The loss on board the French ships is not stated. Scarcely were the survivors of the Arrow's crew removed, ere the well-defended ship proved that she had been fought to the last extremity, as she almost immediately sank. The Acheron also had received so much damage that it was found necessary to set her on fire. Both commanders received the just meed of their gallantry—promotion; and swords of 100 guineas' value were presented to each by the Patriotic Fund. The first lieutenant of the Arrow, Cuthbert F. Daly, was promoted in June, 1806, and the naval medal has been awarded to those present in the captured ships, in testimony to the good service rendered by the preservation of the convoy.

On the 8th of February, at daylight, the 16-gun brig Curieux, Commander George E. B. Bettesworth, when about twenty leagues to the eastward of Barbadoes, discovered a brig on her lee bow, which she overtook, after a chase of twelve hours. The stranger having shortened sail, and hauled up on the starboard tack, opened fire upon the Curieux, and the latter being on the weather and starboard quarter of the stranger, commenced a close action, which lasted forty minutes. The enemy was the French privateer

Dame Ernouf, and either deeming the defence desperate, or considering the fire of the Curieux slackening, her crew cheered, and putting her helm down, endeavoured to lay the latter on board on her larboard quarter. Captain Bettesworth, however, ordered the helm to be put a-starboard, and catching the jib-boom of the privateer between the fore-stay and the foremast, a most animated fight took place. The raking fire of the Curieux soon cleared the decks of her opponent, and just as the British were about to conclude the business by boarding, the Dame Ernouf fell clear of the Curieux, and after a trifling further resistance, hauled down her colours. Both brigs mounted sixteen long 6-pounders. The Curieux, out of sixty-seven men and boys, lost Mr. Maddox (purser), who was killed at the head of the small-arm men, and five seamen, killed; and Captain Bettesworth, by a musket-ball in the head, Acting-Lieutenant John D. Boswall, and three seamen, wounded. The enemy, out of 120 men, had thirty killed and forty wounded.

On the 13th of February, the 18-pounder 36-gun frigate San Fiorenzo, Captain Henry Lambert, being off Vizagapatam, discovered the French 32-gun frigate Psyché,[1] Captain Bergeret, lying at anchor with two prizes, which immediately got underweigh. The wind being light and variable, the British frigate could not get near them until 5h. 30m. P.M. on the 14th, and at 7h. 30m. she took possession of the sternmost, which was the Thetis, late country ship. From her, Captain Lambert learnt that the other prize was the Pigeon, now named the Equivoque, mounting ten guns, with forty men, and commanded by a lieutenant of the Psyché. At 8h. P.M. a running fight commenced between the San Fiorenzo and Psyché, and in a quarter of an hour afterwards, a close action, which was continued until 9h., when the Psyché fell on board the San Fiorenzo. After fifteen minutes' severe fighting with musketry, the ships separated, and the firing of great guns was renewed, the Equivoque occasionally taking part in it. At 9h. 40m. the Psyché's mainyard was shot away, and at 11h. 30m. the San Fiorenzo hauled off to repair her rigging; but at midnight, just as she had again taken up a position, and was about to re-open her broadside,

[1] The Psyché, since her former action (see page 84), had been purchased into the French navy.

a boat came on board with a message to Captain Lambert announcing that the Psyché had surrendered. The San Fiorenzo had Christopher H. B. Lefroy, midshipman, eight seamen, and three marines, killed; and Lieutenant William Dawson, James Finlayson, master, Lieutenant of marines Samuel Ashmore, Samuel Martingale, midshipman, thirty seamen, and two marines, wounded: total, twelve killed, and thirty-six wounded. The Psyché's loss amounted to three lieutenants and fifty-four men killed, and seventy officers and men wounded. The defence of the Psyché (a 12-pounder frigate only) was highly creditable to Captain Bergeret; but the skilful chase and well-conducted attacks of the British frigate likewise merit the highest praise. The Psyché was added to the British navy as a 12-pounder 32-gun frigate. The Equivoque effected her escape. Lieutenant Bentinck C. Doyle, first of the San Fiorenzo, was promoted to the rank of commander. This officer received his former step for his gallantry when midshipman of the Dart, in 1801, on the occasion of the attack upon and capture of the Désirée. The Patriotic Fund voted a sword of 100 guineas' value to Captain Lambert The naval medal has been awarded for this action.

On the 16th of February, at daylight, in lat. 20° N., long. 67° W., the 12-pounder 32-gun frigate Cleopatra, Captain Sir Robert Laurie, Bart., came in sight of a ship standing to the eastward, with the wind at north-west. All sail was made in chase; but it was not until 10h. 30m. A.M. on the 17th that the Cleopatra could overtake the stranger, which was the French 18-pounder 40-gun frigate Ville de Milan. At 11h. 30m. the latter, having shortened sail and hauled to the wind, hoisted her colours, and the Cleopatra, having also shortened sail, fired her bow guns, and commenced a running fight. At 2h. 30m. P.M. the Cleopatra, being within 100 yards of her antagonist, the Ville de Milan luffed across the bows of the British ship, and opened her broadside. The Cleopatra, passing under her adversary's stern, returned the fire, and ranging up within musket-shot on the starboard side of the enemy, a determined fight took place, both ships running parallel to each other, sometimes nearly before the wind, and at others close-hauled. At 5h., having shot away the main topsail-yard of the Ville de Milan, the Cleopatra

forged ahead, and her running rigging being so much cut that she could neither shorten sail nor back her main-topsail, her captain determined to endeavour to cross the bows of the enemy. Just as the Cleopatra was putting her helm down for this purpose, a shot disabled her wheel. The French frigate observing the ungovernable state of her antagonist, bore up, and ran her on board, the bowsprit and figure-head passing over the quarter-deck, abaft the main rigging. From the commanding position of her adversary, owing to the strong wind and heavy sea running, the Cleopatra was in danger of being sunk by her heavy opponent. The French crew, in their attempts to board, were at first repulsed with loss; but about 5h. 15m. the overpowering numbers of the assailants overcame all opposition, and the British colours were hauled down. Shortly afterwards, the Cleopatra's fore and main masts went over the side, and the bowsprit soon followed. In this desperate action the Cleopatra had only 200 men at quarters, and of this number, sixteen seamen, three marines, and one boy, were killed; and Lieutenants William Balfour, James Crooke, Charles Mitchell (acting), and William Bowen (supernumerary), John Bell, master, Lieutenant of marines Thomas Appleton, John McCarthy, boatswain, Robert Standly, midshipman, and twenty-three seamen and seven marines (two mortally), were wounded: total, twenty-two mortally wounded or killed, and thirty-six wounded. Captain Renaud, of the Ville de Milan, was killed by the last shot fired from the Cleopatra, and her loss, although not stated, was also heavy. The Ville de Milan was a ship of 1,100 tons; mounted forty-six heavy guns,—long 18 and 8-pounders; and had on board 350 men; whereas the Cleopatra measured 690 tons only, and was armed with long 12-pounders and 24-pounder carronades. The gallant and persevering chase and unsuccessful attack upon the Ville de Milan, confer lasting credit upon Sir Robert Laurie, his officers, and crew; and the Cleopatra's capture, far from being an unfortunate issue, adds to the lustre of the affair, by proving the determination with which the action was conducted.

Having removed the prisoners, and put on board forty-nine officers and men, the prize and Ville de Milan (whose main and mizen masts having fallen during the night, she was

consequently also jury-rigged) continued their course homeward, but on the 23rd of February were descried by the 50-gun ship Leander, Captain the Hon. John Talbot, which ship immediately chased. The weather coming on thick, the Leander lost sight of the frigates, but at 2h. 30m. P.M. again obtained a view of them. The Ville de Milan and Cleopatra closed for mutual support, and having fired a gun to leeward, each hoisted a French ensign upon the mainstay. At 4h. the Leander arrived within gun-shot, and the frigates separated, the Cleopatra running before the wind, and the Ville de Milan hauling up with the wind on the larboard quarter. At 4h. 30m. the Leander fired a shot at the Cleopatra, upon which the French colours were hauled down, and the ship hove to. Those of the original crew of the Cleopatra who remained on board then rushed upon deck, and took possession of the ship, and Captain Talbot, directing the Cleopatra to follow, immediately pursued the Ville de Milan. Before 6h. P.M. the Leander having got alongside the Ville de Milan, that ship surrendered without firing a shot. The French ship was added to the British navy under the name of the Milan, and classed as an 18-pounder 38-gun frigate. Sir Robert Laurie was appointed to command her, and the senior lieutenant of the Cleopatra, William Balfour, was promoted to the rank of commander. A sword of 100 guineas' value was presented to Sir Thomas Laurie by the Patriotic Fund, as a well-merited compliment to his great bravery and skill.

On the 20th of March, the 18-gun corvette Renard, commander Jeremiah Coghlan, being off the north-east end of Cuba, brought to action the French privateer Général Ernouf (late the British sloop-of-war Lily). After thirty-five minutes of close engagement, the Général Ernouf took fire, and in a few minutes blew up. Out of a crew of 160 men, only fifty-five were saved, who were picked up by the boats of the Renard.[1]

On the 23rd of March two boats, belonging to the 18-gun ship-sloop Stork, Commander George Le Geyt, were sent into

[1] It is said that the Renard, on closing the Général Ernouf, was hailed in English, and ordered "to strike," to which summons Captain Coghlan replied, he would, "and strike d—d hard too;"—a promise he fully [illegible]. This witticism, however is of remote origin. See vol. i. p. 238.

the port of Roxo, in the island of Porto Rico, to bring off an armed schooner, which was lashed alongside a brig. Lieutenants George Robertson and James Murray, with eighteen men, boarded both the vessels, which were defended by forty men, and they were carried without loss; but Lieutenant Murray with one seaman were slightly wounded.

On the 5th of April, two boats, containing thirty-five seamen and marines, under the command of Lieutenants Thomas Oliver and John Campbell, belonging to the 22-gun ship Bacchante, Captain Charles Dashwood, were despatched with orders to enter the harbour of Mariel, which lies a little to the westward of the Havannah, and effect the capture or destruction of three French privateers which had taken refuge therein. The harbour was protected by a round tower forty feet in height, on the summit of which three long 24-pounders were mounted, and the tower was also provided with loopholes for musketry. In the evening the boats quitted the ship; and as it was necessary to master the tower, the party determined on landing to make this attack first. As the first boat, under Lieutenant Oliver, neared, it became exposed to a smart fire from the fort, which badly wounded one man. Upon this, Lieutenant Oliver, without waiting for the second boat, gallantly pulled for the shore, and, leaving the Hon. Almeira de Courcy, midshipman, and three men, including the wounded man, in charge of the boat, dashed on with the remaining thirteen to the foot of the tower. By means of a ladder brought by the seamen, the fort was scaled in most gallant style, and, although garrisoned by a Spanish captain and thirty soldiers, obtained possession of without further loss. Leaving the tower in charge of a sergeant and six private marines, Lieutenant Oliver, having in the meanwhile been reinforced by the other boat, proceeded to attempt the further task assigned him; but the privateers had sailed the day previously, and two schooners, sugar-laden, were all the spoil which fell to the share of the gallant party. Lieutenant Oliver was presented with a sword, value fifty guineas, by the Patriotic Fund, and in January, 1806, promoted to the rank of commander.

On the 9th of April, the 12-gun schooner Gracieuse (tender to the flag-ship at Jamaica), T. B. Smith, midshipman, in command, captured a Spanish schooner, into which Edward

James Huggins, midshipman, was sent as prize-master. In company with the prize, the Gracieuse chased a vessel under the forts of St. Domingo, and at 4h. 30m. P.M. a large French national schooner was seen coming out of port steering directly for the tender. The Gracieuse stood off the land for better sea-room, but at 8h. P.M. shortened sail, and hove to, with the prize schooner to leeward. At 8h. 30m. the enemy, hauling up to windward, commenced an action with her long gun and musketry; but the return was so vigorous that, after making several attempts to board, the enemy hauled to the wind, and endeavoured to escape. At 11h. the French schooner tacked in-shore, but was closely followed by the Gracieuse, firing grape and canister, and the chase continued during the night. At 8h. 15m. A.M. on the 10th, the schooner was observed to take the ground under Point Selina, from whence the crew were enabled to land from the bowsprit-end. The Gracieuse and her prize anchored (the latter considerably inside the tender), and Mr. Huggins succeeded in getting a hawser on board the stranded vessel, hoping to heave her off, but she was found full of shot-holes, and so fast aground, that the attempt was abandoned. The boats were then despatched in charge of Mr. Huggins and Mr. McGill, and they succeeded in bringing away the long brass 12-pounder and great part of the stores; but the vessel was quickly destroyed by the islanders. Robert Marley, midshipman, and two men, were wounded. The enemy's crew consisted of ninety-six men, but her loss in the action was never ascertained.

On the 15th of April, while the 14-gun brig Papillon, Commander William Woolsey, was lying at Savannah le Mar, intelligence was received of a felucca privateer which was cruising off the coast. Having hired a shallop, which he disguised as a drogger, he placed Lieutenant Peter J. Prieur, with John Christie, the purser, and twenty-four men in her, and sent them in quest of the privateer. At 8h. P.M., Lieutenant Prieur discovered the privateer under the land, which made sail, and in a short time was alongside the shallop, to which she made herself fast. The crew then jumped up from below, and after a volley of musketry, boarded and carried the felucca. The British had only two

men wounded. The Spaniards had seven men killed and eight badly wounded.

On the 4th of May, intelligence reached Captain Courtenay Boyle, of the 38-gun frigate Seahorse, while cruising off Cape de Gata, respecting a Spanish convoy, which, at 2h. P.M., was got sight of from the masthead of the frigate, hauling in for the anchorage of San Pedro. Lieutenant George Downie, in a six-oared cutter, and Thomas Napper, midshipman, in a four-oared boat, being sent away, gallantly boarded and carried an ordnance brig, laden with 1,170 quintals of powder; and in the meanwhile the Seahorse opened fire upon the convoy, and it is supposed sunk several vessels; but night closing in, was compelled to haul off out of range of the batteries and gun-boats. One seaman was killed on board the frigate.

On the 6th of May, after a long pull, four boats belonging to the 32-gun frigate Unicorn, Captain Lucius Hardyman, captured, off St. Domingo, the French privateer cutter Tape-à-bord, of four long 6-pounders and forty-six men. The Unicorn's boats were commanded by Lieutenant Henry S. Wilson, assisted by Lieutenants James Tait and Henry Bourchier, Lieutenant of marines Walter Powell, the purser, Charles Rundle, and Thomas Tuder Tucker (midshipman of the Northumberland), all of whom were highly spoken of.

On the night of the 1st of June, the boats of the 38-gun frigate Loire, Captain Frederick L. Maitland, were despatched, under the command of Lieutenant James Lucas Yeo, with Lieutenant of marines Samuel Mallock, Master's mate Charles Clinch, and Midshipmen Massey H. Herbert and Matthew Mildridge, to cut out a privateer which had taken shelter in the Bay of Camarinas, near Cape Finisterre. The boats did not reach the vessels until break of day on the 2nd, when the privateer was discovered, together with another privateer, moored under a 10-gun battery. Mr. Clinch, with the launch, was directed to board the smaller vessel, while Lieutenant Yeo, with the cutters, attacked and carried the Spanish felucca Esperanza, armed with three long 18-pounders and four 4-pounder brass swivels and fifty men. The launch also carried the object of her attack, which was a lugger, mounting two 6-pounders, with a crew of thirty-

two men, without loss Several Spaniards were killed, and many swam to the shore. Lieutenant Yeo was obliged to abandon the lugger, but the felucca and three small vessels laden with wine were brought out.

Learning from the prisoners that a French 26-gun privateer was fitting out at Muros, Captain Maitland determined to attempt her capture; and on the 4th, at 9h. A.M., the Loire stood into the bay with the sea breeze, having the boats in tow, containing fifty officers and men, under Lieutenant Yeo, assisted by Lieutenants of marines Samuel Mallock and Joseph Douglas, and Charles Clinch, mate. As the Loire hauled round the point of Muros Road, a battery of two 18-pounders fired at her; a few guns were fired in return, and Lieutenant Yeo was directed to push for the shore and spike the guns of this battery. As the Loire stood on and opened the bay, a corvette with thirteen ports of a side, and a brig pierced for ten guns, were discovered, apparently refitting, but neither had any guns on board. At this time a fort, mounting twelve long 18-pounders, distant only a quarter of a mile from the frigate, opened a well-directed fire upon her, almost every shot taking effect in her hull. Captain Maitland then ordered the anchor to be let go, and with a spring on the cable brought the Loire's broadside to bear, and commenced firing on the fort; but the embrasures afforded the Spaniards so much protection, that the Loire's fire was comparatively harmless. In a few minutes nine seamen were wounded; when suddenly the firing in the fort ceased, and the British colours were observed rising above the walls. The cause of this circumstance was as follows:—Lieutenant Yeo, having spiked the two 18-pounders, observed the fort in question, at no great distance, open fire upon the frigate, and although aware of the nature of this formidable battery, which was a regular ditched fort, gallantly determined on an attack. Intent on firing at the Loire, and not suspecting an attack from the land side, the outer gate had been left open; but the approach of the British party was observed by a French sentinel, who gave the alarm. Lieutenant Yeo, however, at the head of his men, dashed on, and arriving at the inner gate, found the governor, with a party of soldiers, ready to oppose his entry. After a personal conflict between Lieu-

tenant Yeo and the governor, the latter was killed, the lieutenant's sword being broken by the force of the blow. The struggle was continued, and several Spanish officers fell; many of the Spaniards, also, jumped out of the embrasures, and after a few minutes the fort was in possession of the British. Lieutenant Yeo, Mr. Clinch, and three seamen, were wounded. The loss on the part of the garrison was severe. The governor, a Spanish volunteer, the second captain of the Confiance (the corvette at anchor in the road), and nine others, were killed, and thirty wounded. The twelve guns having been spiked, their carriages destroyed, part of the fort blown up, and forty barrels of powder and two brass guns embarked, the boats returned to the Loire.[1] The two privateers were in the meanwhile taken possession of by Captain Maitland. The Confiance measured 490 tons, and was fitted to carry twenty-four long 8-pounders on a flush deck. The brig was the Bélier, whose guns were also on shore. Captain Maitland sent a flag of truce to the town, to say, that if the inhabitants would deliver up the stores of the privateers, no further molestation should be offered them; which proposition was agreed to, and the stores, with the exception of the guns, were all brought off. Immediately on his arrival in England, Lieutenant Yeo was promoted, and appointed to command the Confiance; and on the 21st of December, 1807, obtained post rank as a reward for his skill and bravery, continuing in command of the same ship. A sword of 100 guineas' value was presented to Captain Maitland, and others of fifty guineas' value to Lieutenants Yeo and Mallock, by the Patriotic Fund; and the naval medal has been awarded to those present in the boats on the occasion.

On the 13th of June, Captain John Poo Beresford, of the 40-gun frigate Cambrian, on the Halifax station, sent the boats to attack the Spanish privateer schooner Maria, of fourteen guns and sixty men. Lieutenants George Pigot,

[1] The grotesque appearance of the men in the boats as they returned to the ship caused much amusement. After performing their arduous labours, several of the men taking a fancy to the grenadier caps of the Spanish soldiers, exchanged them for their own tarpaulins. The effect upon men whose faces were begrimed with smoke and dirt can easily be imagined.

in the launch, and the Hon. George A. Crofton, in the barge, the marines in charge of Lieutenant William H. Masterman, gallantly boarded and carried the schooner, in spite of a determined resistance, by which the British had two seamen killed and two wounded.

On the 3rd of July, the Cambrian captured the French privateer schooner Matilda, of ten long 8-pounders and ninety-five men; and Lieutenant Pigot, with a party of seamen and marines, were put on board the prize, and despatched by Captain Beresford to St. Mary's River, in search of a Spanish schooner privateer and two captured merchant ships at anchor therein. On the 6th of July, the Matilda arrived off, and on the 7th proceeded twelve miles up the river, continually fired at by the American militia along the banks. The three vessels were moored in line across the river; the privateer, armed with six guns and seventy men; the ship Golden Grove, of London, with eight 6-pounders, six swivels, and fifty men; and the brig Ceres, with swivels and small-arms. The Matilda opened fire as she approached, and continued it for an hour, when she grounded; Lieutenant Pigot then took to his boats, and boarded and carried the merchant ship in spite of an obstinate resistance. With her guns he compelled the enemy to abandon the brig and schooner, and having taken possession of them, turned the fire of the three vessels on the militia drawn up on the bank with a field-piece, whom he completely routed. Owing to adverse winds, it was not until the 21st that the lieutenant could descend the river with his prizes, and rejoin the Cambrian. Two seamen were killed; Lieutenant Pigot was wounded in three places by musket-balls, and William Lawson, mate, Andrew Mitchell, midshipman, and twelve seamen, were also wounded. Thomas S. Griffinhoofe, Henry Bolman, and George Williamson, midshipmen, were, as well as the above, spoken of by Captain Beresford, in his despatch, in terms of high approbation. The Spaniards had twenty-five men killed and twenty-two wounded. Lieutenant Pigot was promoted to the rank of commander in the course of the following year. Swords of fifty guineas' value were presented to Lieutenants Pigot, Crofton, and Masterman, by the Patriotic Fund.

On the 19th of July, the 36-gun frigate Blanche, Captain Zachary Mudge, while carrying despatches from Jamaica to Barbadoes for Lord Nelson, being at 8h. A.M. in lat. 20° 20′ N., and long. 66° 44′ W., close-hauled with a fresh breeze at east, discovered on her weather bow three ships and a brig, on the opposite tack, under easy sail. The strangers being indistinctly seen through the prevailing haze, were at first taken for a part of an expected convoy from Grenada, and the Blanche continued to stand towards them, until finding the private signal unanswered, it was suspected they were enemies. The Blanche then kept more away, and made sail. At 8h. 30m. A.M., the strangers, being about three miles distant, were discovered to be a large frigate and two corvettes, and proved to be the French 40-gun frigate Topaze, Captain Baudin; 22-gun corvette Département des Landes, Lieutenant Desmontils; and 18-gun corvette Torch, Lieutenant Dehen; together with the 16-gun brig Faune, Lieutenant Charles Brunet; all of which bore down under English colours. At 9h. 45m., the pursuing squadron hoisted French colours, and the Topaze having obtained a station at 500 yards' distance from the Blanche, fired her larboard broadside. The Topaze having got within pistol-shot, the Blanche opened her fire, and the action was continued, both ships running large, under easy sail, and within hail. The Département des Landes was on the starboard quarter, occasionally firing, and the other two vessels close astern. The British frigate continued the action until 11h., when, having her masts badly wounded, seven guns dismounted, and six feet water in her hold, Captain Mudge, deeming a further defence unavailing, ordered the colours to be hauled down. Out of 215 men, the Blanche had seven seamen and one marine killed, and William Hewett, boatswain, and twelve seamen (three mortally), and Lieutenant of marines Thomas Peebles, and one private, wounded. The Topaze, out of her crew of 410—including seventy soldiers—had only one man killed and eleven wounded. Not a man was hurt on board the other vessels. The Blanche was a small-class 18-pounder 36-gun frigate, of 951 tons; and the Topaze a fine ship of 1,132 tons, and heavily armed. This, together with the assistance received by the Topaze from her consorts, rendered the defence of the Blanche at the

best but desperate. She was fought as long as a prospect of escape remained, and a proof of this is afforded by the fact, that the night the ship was taken possession of, she was found in such a battered and sinking state, that her captors set her on fire.

In the month of July, Vice-Admiral Sir Robert Calder was cruising off Cape Finisterre, in the hope of intercepting the Franco-Spanish fleet, on its return from the West Indies. Sir Robert's fleet consisted of the undernamed fifteen sail of the line, which ships had formed the squadrons blockading Rochefort and Ferrol :—

Guns.	Ships.		
98	Prince of Wales	Vice-Adm. Sir R. Calder (blue)	Captain William Cuming
	Glory	Rear-Admiral Chas. Stirling (blue)	Captain Samuel Warren
	Barfleur	„	George Martin
	Windsor Castle	„	Charles Boyles
80	Malta	„	Edward Buller
74	Thunderer	„	William Lechmere
	Hero	„	Hon. Alan Hyde Gardner
	Repulse	„	Hon. Arthur Kaye Legge
	Defiance	„	Philip Charles C. Durham
	Ajax	„	William Brown
	Warrior	„	Samuel Hood Linzee
	Dragon	„	Edward Griffiths
	Triumph	„	Henry Inman
64	Agamemnon	„	John Harvey
	Raisonnable	„	Josias Rowley
Frigate	Egyptienne	„	Hon. Charles E. Fleming
	Sirius	„	William Prowse
Lugger	Nile	Lieut.	John Fennell
Cutter	Frisk	„	James Nicholson

On the 19th, Sir Robert Calder received a copy of Lord Nelson's despatch, stating that the French fleet had quitted the West Indies, and was probably on its way to Europe ; and on the 22nd, in the forenoon, the combined fleet, with a recaptured galleon, was discovered to windward by the Defiance and Sirius, coming down before a light breeze from north-west. Sir Robert immediately made the signal to prepare for battle. At noon, Ferrol bearing east-south-east, distant forty-nine leagues, and Cape Finisterre south-east, distant thirty-nine leagues, the signal was made to form the line ; and at 1h. 15m. P.M. for close order. The British ships

on the starboard tack were thus formed:—Hero, Ajax, Triumph, Barfleur, Agamemnon, Windsor Castle, Defiance, Prince of Wales, Repulse, Raisonnable, Dragon, Glory, Warrior, Thunderer, Malta. Most ships had top-gallant-sails set, and all except the Dragon (which was to leeward, and carrying sail to get into her station) had their courses hauled up. The combined fleet also hauled up on the starboard tack, and formed in line of battle, thus:—Argonauta, Terrible, America, España, San Rafaël, Firme, Pluton, Mont Blanc, Atlas, Berwick, Neptune, Bucentaure, Formidable, Intrépide, Scipion, Swiftsure, Indomptable, Aigle, Achille, Algésiras.

A thick fog occasionally veiled the two fleets from each other's view, and this, with the light air of wind, prevented Sir Robert from effecting any very decisive movement. At 3h. 20m. P.M. he made the signal to engage, and at 3h. 22m. to tack in succession; and (probably observing that the enemy had tacked), at 3h. 26m. the signal was made for the leading division to make all sail and steer south-west. At 4h. 20m., being abreast the enemy's rear, the signal was again made to tack in succession, and about the same time the signal to tack was made by Villeneuve, but the fog which prevailed concealed this evolution from the British admiral. The fleets were three miles apart, when the enemy wore, in consequence of the Sirene (which ship had the galleon in tow) making signals, by firing guns in quick succession, that the rear was in danger of being cut off. This signal was principally occasioned by the bold approach of the Sirius, which, having by tacking reached the wake of the enemy, tacked again with the intention of boarding the galleon. While making preparation to effect this object, Captain Prowse discovered through the haze the Argonauta on the starboard tack, with the wind nearly abeam, and the Sirius accordingly bore up to avoid being cut off by the enemy's line, which was perceived approaching. The Argonauta, Terrible, and America passed the British frigate without firing; but by the time she had got abreast the España, which was at about 5h. 15m., the Hero, the van ship of the British, then with royals set, hove in stays, and came round on the starboard tack. Instantly the Spanish ships, which also had royals and courses set, hoisted their colours and commenced the action, the Argonauta firing her larboard guns at the Hero, and the

España at the Sirius, which latter ship had two men killed and three wounded.

At 5h. 20m. the Hero opened her fire, and at 5h. 45m. the Ajax tacked astern of the Hero, but instead of seconding Captain Gardner in his gallant attack, bore away to speak the admiral. The ships astern of the Hero also tacked in succession, and by 6h. the action became pretty general, though distant, and not very effective, for the fog was so thick that it was impossible to distinguish any object much beyond a ship's length, and in the confusion thus occasioned, several ships in both fleets had to contend with more than one opponent. The San Rafaël, Firme, and España, having dropped somewhat to leeward, became very much exposed to the fire of the British; but the Pluton—the Firme's second astern—gallantly bore up, and for some time covered the Spanish ship; but being too powerfully opposed by the leading British ships, the Pluton with some difficulty regained her station. Being, however, supported by the Mont Blanc and Atlas, the Pluton again bore up, and the España was preserved from capture. The Atlas suffered severely in this affair, and, but for the assistance of the Neptune, would have been in jeopardy. About 8h. the Firme, having lost her main and mizen masts, struck, and, in a few minutes afterwards, the Rafaël, with her main-topmast shot away, also surrendered. At 8h. 25m. the combined fleet was barely within gun-shot to windward, and the British ships being much scattered, Sir Robert Calder made the night signal to discontinue the action; but, as very few ships could distinguish the signal, the firing did not cease until 9h. 30m. The British ships soon afterwards brought to upon the starboard tack to repair their damages.

The loss sustained by the British fleet amounted to forty-one killed and 162 wounded. No ship, except the Windsor Castle and Agamemnon, lost a mast. The loss in the combined fleet amounted to 476 in killed and wounded, and a few of their ships had received some trifling damage in masts and yards. The following table will show the loss sustained in both fleets:—

British.	Killed.	Wounded.
Hero	1	4
Ajax	2	16
Triumph	5	6
Barfleur	3	7
Agamemnon	0	3
Windsor Castle	10	35
Defiance	1	7
Prince of Wales	3	20
Repulse	0	4
Raisonnable	1	1
Dragon	0	4
Glory	1	1
Warrior	0	0
Thunderer	7	11
Malta	5	40
Egyptienne	0	0
Sirius	2	3
Total	41	162

Franco-Spanish.	Killed.	Wounded.
Argonauta	4	3
Terrible	1	4
America	3	8
España	3	6
San Rafaël	53	114
Firme	41	97
Pluton	8	22
Mont Blanc	6	11
Atlas	10	32
Berwick	2	8
Neptune	1	7
Bucentaure	3	3
Formidable	4	6
Intrépide	5	5
Scipion	0	0
Swiftsure	0	0
Indomptable	1	1
Aigle	4	0
Achille	0	0
Algésiras	0	0
Total	149	327

At daybreak on the 23rd, the two fleets were about seventeen miles apart, reckoning from the centre of each, but the weather was still so hazy that the enemy was only occasionally seen by a few ships. The British fleet was on the starboard, and the enemy was on the larboard tack, with a light breeze from north-west by west. About five miles to windward of the main body of the British were the Barfleur, Triumph, Hero, and Agamemnon ; and six miles to windward of these the leewardmost ships of the combined fleet, consisting of four sail of the line and some frigates; to windward of which, distant about five or six miles, was the main body of the combined fleet. About five miles to leeward of the Prince of Wales, was the Windsor Castle, with fore-topmast and part of the head of her foremast gone, in tow of the Dragon, and still further to leeward the Malta, Thunderer, and prizes, all of which were out of sight of the admiral. It of course became necessary for Sir Robert Calder to collect his fleet into something like order, and this could only be done by bearing up to close the ships to leeward. Having effected

this in some measure, at 9h. A.M., the fleet hauled to the wind on the larboard tack, keeping between the enemy and the disabled ships. The San Rafaël and Firme, both by this time totally dismasted, were in tow of the frigates Sirius and Egyptienne.

Light variable airs prevailed throughout the 23rd and 24th, which must have rendered useless any effort to renew the action. With a fleet manifestly inferior, previously by five, but now by three sail of the line (or, taking the disabled state of the Windsor Castle into the calculation, four sail), within a few hours' sail of powerful fleets in Ferrol and Rochefort, which Sir Robert had been only recently blockading, an old and well-tried officer ought not to have been condemned for not destroying his trophies, and with fourteen sail of the line, rashly chase a superior fleet. But such was the expectation and popular excitement of the period, that nothing short of a complete victory would suffice.[1] The two prizes to the fleet arrived at Plymouth on the 31st of July. They were purchased into the navy, but being old ships, were never fitted for sea.

During the summer of this year, actions between the blockading squadron, under Commodore Edward C. W. R. Owen, and the Boulogne flotilla, were of daily occurrence. The untiring energy, skill, and intrepidity displayed by the British commodore, did much towards disappointing the expectations of Napoleon ; and served to convince him of the absolute necessity for a line-of-battle fleet to convoy his flotilla. The ships most actively engaged were the following :—

	Frigates.	
Immortalité....	Commodore	E. W. C. R. Owen
Hebe	Captain	M. Malbon
Leda.....	„	Robert Honyman
Chiffonne.....	„	Charles Adam

[1] In consequence of the rumours and remarks afloat in the public prints, Sir Robert, on his return to England, demanded a court-martial. A court accordingly assembled on the 23rd of December, on board the Prince of Wales, and continued sitting till the 26th, when the conclusion was arrived at that Sir Robert Calder was deserving of censure, and he was severely reprimanded accordingly, for not having, as it was said, done his utmost to renew the action on the 23rd of July.

	Corvettes.	
Arab	Commander	Keith Maxwell
Calypso	,,	Matthew Forster
Ariadne	,,	Robert H. Bromley
Harpy	,,	Edmund Heywood
Champion	,,	Hon. Edw. King
	Gun-brigs.	
Plumper	Lieutenant	Jas. H. Garrety
Teaser	,,	Geo. L. Ker
Bloodhound....	,,	Henry Richardson
Archer.....	,,	John Price

The Plumper and Teaser, on the 16th of July, were captured by a division of gun-boats in Granville Bay. Lieutenant Garrety lost an arm in defending his brig.

The prames and gun-vessels at this time in Boulogne, comprising the invasion flotilla, numbered 578, and 526 transports. The vessels at the ports of Ambleteuse, Calais, Dunkirk, and Ostend, amounted to 1,339 armed, and 954 unarmed vessels, making a total of 2,293, intended to carry 163,645 men, including 16,783 sailors, and 9,059 horses. But for the successful exertions of the navy, no reasonable doubt can exist that an invasion of the most formidable kind would have taken place.

On the 2nd of August, the 38-gun frigate Phaëton, Captain John Wood, and 18-gun sloop Harrier, Commander Edward Ratsey, made a gallant but unsuccessful attack upon the French frigate Sémillante, moored under a battery at Jacinta, one of the Philippine Islands. Each ship had two men wounded, and sustained some trifling damage.

On the 6th of August, the 74-gun ship Blenheim, Captain Austin Bissell, bearing the flag of Rear-Admiral Sir Thomas Troubridge, being in lat. 19° S., long. 81° E., while convoying a fleet of homeward-bound East-India ships, gallantly repulsed the French 74-gun ship Marengo, Rear-Admiral Linois, and 40-gun frigate Belle Poule.

On the 10th of August, at 5h. A.M., the 18-pounder 36-gun frigate Phœnix, Captain Thomas Baker, in lat. 43° 20′ N., long. 12° W., standing to the northward on the starboard tack, came in sight of a large ship in the south-west quarter. Although the bearer of despatches, Captain Baker immediately wore and stood towards the stranger, which proved to be the French 18-pounder 40-gun frigate Didon,[1] Captain

[1] This same ship was, on the 7th of August, fallen in with by the

Milius. At 7h. A.M. the Didon was observed to be on the larboard tack, with royals set, with her main-topsail to the mast. On the preceding day, the Phœnix had communicated with an American brig, the master of which had been on board the British frigate, but who, not being very sober, had not exerted much clearness of sight. This brig was boarded by the Didon early on the morning of the 10th, when the American captain stated to Captain Milius that the ship in sight to windward was a British 20-gun ship, but that the captain and officers were so much in conceit with the powers of their ship, that he doubted not they would engage the Didon. To give colour to this report, the Phœnix was a small-looking ship, and every means had been used to favour her deceptive appearance.

At 8h. A.M. the Didon hoisted French colours, and fired a gun, but the Phœnix did not get within range till nearly 9h. The Phœnix then commenced firing; but, anxious to prevent the escape of the enemy, Captain Baker determined to engage to leeward. In order to frustrate this design, the Didon filled, and wore round upon the starboard tack, and, after much skilful seamanship on both sides, the Phœnix ranged up to windward of her adversary within pistol-shot, both ships being on the larboard tack two or three points off the wind. The Phœnix, however, having too much way, shot ahead, and the Didon, taking advantage of this, luffed across her stern, and fired a few ineffectual shot, then bearing up, she passed close under the stern of the Phœnix a second time, firing the larboard broadside with great precision. The Didon attempted to repeat the evolution; but the crew of the Phœnix having rove new braces, her sails were thrown aback, and gathering stern-way, her starboard quarter took the larboard bow of the Didon. The French then made several attempts to board, but the marines were found competent to repel them, and in the meanwhile the sailors were employed in bringing a gun to bear out of an extra port cut through the stern windows and quarter gallery. Great loss was sustained while the gun was being brought into this

18-pounder 32-gun frigate Æolus, Captain Lord William Fitzroy; but no action took place, his lordship considering the despatches with which he was charged by Admiral Cornwallis to be of too great importance to permit his seeking an engagement.

position, but its effects ultimately rewarded the labour. Twenty-four of the Didon's crew were laid low by its first discharge. The only gun which, owing to the absence of bow-ports, the Didon could bring to bear, was a 36-pound carronade on the forecastle; but this was rendered comparatively useless by the accuracy of the fire of the British marines, who shot down every man attempting to load or fire it.

The two ships had remained foul about half an hour, when the Didon, getting a breeze, began to forge ahead, enabling the British to bring the aftermost gun on the starboard side to bear, the discharge from which cut away the gammoning of the Didon's bowsprit. In a short time the two ships, having separated, were again abreast of each other, and the fight proceeded upon more equal terms, but with evident advantage to the Phœnix, which fired three broadsides to two of the Didon. Having shot away the Didon's main-topmast, the Phœnix ranged ahead clear of her adversary, and the breeze dying away, a suspension of firing necessarily took place. At noon a breeze again sprung up, and the Phœnix, having repaired damages, closed the Didon on her larboard quarter, and again opened fire, which was feebly returned, and the foremast of the French frigate having fallen, her colours were hauled down at 12h. 15m. P.M.

Out of 245 men and boys which the Phœnix mustered at quarters, Lieutenant John Bounton, George Donalan, master's mate, and ten seamen, were killed; and First Lieutenant of marines Henry Steele (dangerously in the head), Aaron Tozer (dangerously) and Edward B. Curling,[1] midshipmen, thirteen seamen, and twelve marines, wounded: total, twelve killed, and twenty-eight wounded. The Didon's loss out of 330 men amounted to twenty-seven killed, and forty-four wounded. The force of the Didon was every way greater than that of the Phœnix, and her crew was composed of picked men. The crew of the Phœnix, on the other hand, consisted of well-trained, smart fellows, of whose skill the foregoing is a sufficient proof.

[1] Mr. Curling's wound was of a very remarkable description. While sucking an orange, with his jaws consequently extended, a musket-ball passed through his mouth, entering one cheek and escaping through the other, without touching a tooth. The wound healed, leaving only a pair of dimples, which were not unseemly.

As soon as the ships were refitted, the Phœnix took the Didon in tow, and on the 3rd of September, after narrowly escaping capture by the combined fleet, anchored in Plymouth Sound. The Didon was a beautiful ship, of 1,100 tons, and was added to the navy by the same name. Captain Baker received no official mark of distinction for this skilfully-fought and truly gallant action. The Patriotic Fund, however, voted him a sword, value 100 guineas. The first lieutenant of the Phœnix, Joseph Oliver, received his well-earned promotion to the rank of commander on the 18th of the following month, and the naval medal has lately been awarded to the survivors.[1]

On the 15th of August, about 200 miles from Rochefort, the French 16-gun corvette Faune was captured by the 20-gun ship Camilla, Captain Bridges W. Taylor, assisted by the 74-gun ship Goliath, Captain Robert Barton. The Goliath then stood to the southward, and in the afternoon was joined by the 64-gun ship Raisonnable, Captain Josias Rowley. Just at this time the French frigate Topaze and two corvettes were discovered and chased. The corvettes having separated from the frigate, the Torche was captured by the Goliath at 8h. P.M., having on board fifty-two of the late Blanche's crew.

The Raisonnable pursued the Topaze, and at daybreak on the 16th had arrived within three miles of her, both ships steering to the southward nearly before the wind. At 9h., the wind falling light favoured the Raisonnable, and the Topaze hoisted her colours, and commenced firing stern-chasers, and with so much effect, that at 9h. 30m. the Raisonnable's fore-topsail was completely riddled, and her lower studding-sail shot away. The Raisonnable then commenced firing her bow

[1] The conspicuous gallantry of two or three officers of the Phœnix should be mentioned. The acting purser, Mr. John Collman, volunteered his services on the quarter-deck, where he performed excellent service; and Edward Phillips, a young midshipman, saved Captain Baker's life in the following manner. While the ships were foul, a man, upon the bowsprit end of the Didon, was taking deliberate aim at the captain, which the midshipman perceiving, unceremoniously pushed Captain Baker aside, and fired at the Frenchman. The latter also discharged his musket, and immediately fell overboard, the ball tearing the rim of Captain Baker's hat, but without hurting him. The spirit amongst the British crew was shown by the fact that the sick men, who, though too debilitated to work the guns, volunteered to hand the powder and perform such offices as their strength permitted.

guns, and just as she had got near enough to open her broadside it fell calm. Shortly afterwards a light air from the southward enabled the Topaze to wear, and haul to the wind on the starboard tack, and with her stern guns she did some execution to the rigging of the Raisonnable, which also hauled to the wind in pursuit; but the frigate, being now to windward, was soon lost sight of, and reached the Tagus on the 20th.

On the 25th of September, in latitude 49° 30′ N., long. 9° W., Rear-Admiral Allemand, with the Rochefort squadron, consisting of the 120-gun ship Majesteux, 74-gun ships Magnanime, Jemappes, Suffren, and Lion, and frigates Armide, Gloire, and Thetis, fell in with the 54-gun ship Calcutta, Captain Daniel Woodriff, having under convoy the Indus East-India ship, three whalers, and two other ships, from St. Helena, homeward bound. At daylight on the 26th the Calcutta made the private signal, which being unanswered, Captain Woodriff hailed the Indus, and directed her to make all sail ahead with the convoy, while the Calcutta stood towards the French frigate Armide, then upon her starboard bow, and in chase of the merchant ships. At 3h. P.M. the Armide fired her stern-chasers, and received in return the bow guns of the Calcutta; soon afterwards the French frigate shortened sail, and allowed the Calcutta to get abreast of her; but after an hour's firing the Armide hauled off out of gun-shot to repair her damages. This action with the Armide drew the whole squadron in chase of the Calcutta, and at 5h. the Magnanime opened her fire upon the British ship, still running under all sail to the southward before a light air of wind. Finding that the Magnanime was alone and far ahead of her consorts, except the 40-gun frigate Thetis, which was on her larboard quarter, Captain Woodriff resolved, as the only chance of escape left, to endeavour to disable this ship. The Calcutta's helm was accordingly ported, and she being quickly within pistol-shot, commenced the action. In three-quarters of an hour the Calcutta was completely unrigged and unmanageable, and the remainder of the French squadron rapidly approaching, her colours were hauled down.

Out of 343 men and boys, the Calcutta had six men killed, and six wounded; but she was so much disabled in her masts

and rigging, that the French were obliged to keep her in tow two days before they could make any sail upon her. This delay, and the direction in which Captain Woodriff had purposely drawn the squadron, enabled the ships under his charge to get away, and also preserved the 74-gun ship Illustrious and a convoy from Antigua of 200 sail from falling in with the enemy. The conduct of Captain Woodriff was most masterly and gallant, and obtained for him unbounded approbation. He was, of course, tried for the loss of his ship, but most honourably acquitted.

On the 9th of October, the 36-gun frigate Princess Charlotte, Captain George Tobin, cruising off Tobago, discovered a ship and brig to windward. The Princess Charlotte being disguised, was taken for a merchant ship, and the French 16-gun brig Naïade and 26-gun corvette Cyane (late British), Lieutenant Charles Le Menard, bore down within gun-shot. The Cyane did not discover the mistake until brought to action by the British frigate, to which she surrendered after a gallant defence, in which her first lieutenant and two seamen were killed, and a midshipman and eight seamen wounded. The Naïade escaped, but was captured a week afterwards by the 32-gun frigate Jason, Captain William Champain, after a long chase and a running fight of fifteen minutes.

Vice-Admiral Villeneuve, whose cruise to the West Indies and action with Sir Robert Calder we have just recorded, at length reached Cadiz; but Napoleon was so dissatisfied with his conduct, that Vice-Admiral Rosily was appointed to supersede him in the command.

From the 22nd of August until the 28th of September, Vice-Admiral Collingwood, had been blockading Cadiz with eighteen sail of the line, when Lord Nelson joined, in his old ship, the Victory. The Euryalus had been previously sent ahead to apprize Collingwood of Nelson's approach, and with orders not to salute or hoist the colours, by which the enemy might be apprized of the arrival of a reinforcement. Some other ships having also joined, the fleet amounted to twenty-seven sail of the line, a squadron of five sail of which, under Rear-Admiral Louis, was stationed close to the harbour of Cadiz, while the main body cruised about fifteen miles to the

westward. But Nelson, considering that by withdrawing his ships to the distance of sixteen or eighteen leagues from the land, the French admiral, ignorant of the British strength, might venture to put to sea, reduced the in-shore squadron to the Hydra and Euryalus, and outside of them, at a convenient distance for signalling, stationed four sail of the line.

On the 1st of October, the Euryalus reconnoitred the port of Cadiz, and discovered in the outer harbour eighteen French and sixteen Spanish ships of the line, apparently ready for sea. Between the 9th and 13th, the Royal Sovereign, Belleisle, Africa, and Agamemnon, joined the British fleet; but five sail, under Rear-Admiral Louis, having been despatched to Gibraltar for provisions and water, the number was again reduced to twenty-seven sail. Since the 10th the enemy's fleet had moved towards the entrance of the harbour, and evinced a disposition to put to sea. From the 10th to the 17th the wind continued to blow fresh from the westward, which prevented them; but, on the 17th, at midnight, the wind shifted to the eastward. On Saturday, the 19th, at 7h. A.M., the combined fleet weighed, by signal from the commander-in-chief, with a light breeze from the northward. Owing to the lightness of the wind, however, only twelve ships got out, and these lay becalmed until the afternoon, when a breeze sprang up from the westward, and this division of the enemy stood to the northward, closely watched by the Euryalus and Sirius, which immediately signalled the cheering news to the British fleet.[1]

At daylight, on the 20th, the remainder of the enemy's fleet put to sea with a breeze from the south-east; but had

[1] A most remarkable instance of what might almost be termed *second sight* in Lord Nelson has been mentioned to us from a quarter which demands the highest respect. On this morning, Lord Nelson was more than usually anxious, and he came on deck under the full impression that the enemy's fleet had put to sea. No signal to that effect had then been made by the look-out frigates, but his lordship persisted in his belief that such a signal was flying. Both the signal-lieutenant and Captain Hardy went to the masthead with their glasses to ascertain whether any such signal was out, but were unable to discover anything leading them to suppose that such was the case. About an hour afterwards a signal-gun announced that the enemy had put to sea.

scarcely cleared the harbour when the wind changed to south-west, attended with thick weather. At 2h. P.M. the wind shifted to west-north-west, and the weather cleared up. Villeneuve continued in command of the fleet, his successor not having arrived, having under him the Spanish Vice-Admiral D'Alava and Rear-Admiral Dumanoir ; and the second part of the fleet, or reserve, was divided into two squadrons of six ships each ; the first under the Spanish Admiral Gravina, and the second commanded by Rear-Admiral Magon. One of the advanced frigates having made the signal for eighteen sail of British ships, the combined fleet, then on the larboard tack, cleared for action, and at 5h. P.M. tacked and stood towards the straits. At 7h. 30m. the Aigle signalled eighteen sail to the southward, and shortly afterwards the combined fleet wore, and stood to the north-west.

A little before daybreak on the 21st, finding that the British were to windward, the French admiral directed the three columns of the line of battle, in which the fleet was formed, to draw, without regard to priority of rank among the ships, into a close line of battle on the starboard tack, and to steer south-west. At daylight the two fleets were in sight of each other, about twelve miles apart, the centre of the combined fleet bearing about east by south from the centre of the British, the wind being light from west-north-west, accompanied by a long ground swell. At 6h. A.M. the combined fleet was distinctly seen from the decks of the British ships, the Victory being at this time distant from Cape Trafalgar about seven leagues. At 6h. 40m. Lord Nelson made the signals to form the order of sailing in two columns and prepare for battle, and in a few minutes afterwards to bear up. At 8h. 30m. Villeneuve made the signal for his fleet to wear and form a line in close order on the larboard tack ; but, owing to the light air of wind and the great swell, it was not until 10h. that this movement was accomplished, and even then the line, if such it could be called, was very irregularly formed ; so much so, that it was nearly in the shape of a crescent, and, instead of the ships being in line ahead, some were at a distance to leeward, and others to windward of their proper stations. For the most

part the ships were two, and, in some cases, three abreast; and they were generally under topsails and top-gallant-sails, with main-topsails to their masts. The following is a statement of the ships in both fleets, in the relative order in which they went into action :—

BRITISH FLEET.

WEATHER DIVISION.

Guns.	Ships.		
100	Victory	Vice-Admiral Lord Nelson (white) / Captain Thomas Masterman Hardy	
98	Téméraire	,,	Eliab Harvey
	Neptune	,,	Thomas F. Fremantle
74	Leviathan	,,	Henry W. Bayntun
	Conqueror	,,	Israel Pellew
100	Britannia	Rear-Adm. Earl of Northesk (white) / Captain Charles Bullen	
64	Agamemnon	,,	Sir Edward Berry
	Africa	,,	Henry Digby
74	Ajax	,,	John Pilfold (acting)
	Orion	,,	Edward Codrington
	Minotaur	,,	Charles J. M. Mansfield
	Spartiate	,,	Sir Francis Laforey
38	Euryalus	,,	Hon. Henry Blackwood
	Naïad	,,	Thomas Dundas
	Pickle schooner	Lieut.	John R. Lapenotiere

LEE DIVISION.

100	Royal Sovereign	Vice-Adm. Cuthbert Collingwood (blue) / Captain Edward Rotheram	
74	Belleisle	,,	William Hargood
	Mars	,,	George Duff
80	Tonnant	,,	Charles Tyler
74	Bellerophon	,,	John Cooke
	Colossus	,,	James Nicoll Morris
	Achille	,,	Richard King
98	Dreadnought	,,	John Conn
64	Polyphemus	,,	Robert Redmill
74	Revenge	,,	Robert Moorsom
	Swiftsure	,,	George Rutherford
	Defiance	,,	Philip C. C. H. Durham
	Thunderer	,,	John Stockham (acting)
	Defence	,,	George Hope
98	Prince	,,	Richard Grindall
36	Phœbe	,,	Hon. Thos. Bladen Capel
	Sirius	,,	William Prowse
	Entreprenante cutter	Lieut.	John Purver

The names of the ships of the combined fleet, the Spanish being in italics, were as follow, commencing with the north-westernmost :—

Guns.	Ships.
74	*Neptuno*
	Scipion
	Intrépide
100	*Rayo*
80	Formidable (flag)
74	Duguay Trouin
	Mont Blanc
	San Francisco de Asis
	San Augustin
	Héros
130	*Santisima Trinidad* (flag)
80	Bucentaure[1]
	Neptune
64	*San Leandro*
74	Redoutable
	San Justo
80	Indomptable
112	*Santa Ana* (flag)
74	Fougueux
	Monarca
	Pluton
	Algésiras (flag)
	Bahama
	Aigle
	Swiftsure
	Argonaute
	Montanez
80	*Argonauta*
74	Berwick
	San Juan Nepomuceno
	San Ildefonso
	Achille
112	*Principe de Asturias* (flag)

The wind was so light, that although the British ships had studding-sails on both sides, they did not go more than two knots an hour, and scarcely that, and while the fleet was thus slowly nearing the enemy, Lord Nelson visited the different decks of the Victory, cautioning the men not to fire without being sure of their object.

Thinking that the Victory, as the flag-ship and leader of the column, would draw the principal attention of the enemy's fire, it was proposed to Nelson, by Captain Blackwood, that the Téméraire should go ahead of her; and to this proposal Lord Nelson replied, "Oh, yes! let her go ahead;" but, at the same time, had no intention of allowing her; nor would he permit an inch of canvas to be taken in. The Victory continued, therefore, to lead the column, closely hugged by the Téméraire.

Apprehensive that the enemy might run for Cadiz, then at no great distance under their lee, Nelson telegraphed to Collingwood, "I intend to pass through the van of the enemy's line, to prevent him from getting into Cadiz." At 11h. 40m. A.M. Lord Nelson ordered his last and never-to-be

[1] The Bucentaure, although the ship on board which the French commander-in-chief was, *had no flag flying*. The admiral's flag was on board a frigate.

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Cuthbt Collingwood

forgotten telegraphic signal to be made, "ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY,"[1] and the purport of this signal having been communicated to the men at their quarters, it was greeted with three hearty cheers, and excited the most lively enthusiasm among officers and men.

The Fougueux, the ship next astern to the Santa Ana, about ten minutes before noon, fired a shot to try the range of her guns; upon which the Victory and all the British ships hoisted their colours. Both divisions of the fleet wore the St. George's ensign, the better to distinguish them from the enemy, together with a union-jack on the fore-topmast stay, and many on the main-topmast stay also. Shortly afterwards the combined fleets hoisted their colours; and the Santa Ana, with several ships ahead and astern, commenced a heavy fire upon the Royal Sovereign, then bearing from the Victory south-east two miles, and from the Belleisle east by north, distant about a quarter of a mile. At ten minutes past noon, the Royal Sovereign commenced the action by passing close under the stern of the Santa Ana, discharging every gun of her larboard broadside as it came to bear; then luffing round, she took up her station on the starboard bow of her opponent. In breaking through the line the Royal Sovereign fired her starboard broadside into the Fougueux

The feelings of the two noble admirals almost at the same moment found utterance: Collingwood, as his ship was thus gallantly commencing the fight, observed to Captain Rotheram, "What would Nelson give to be here!" and at the same instant Nelson, observing his friend in his enviable position, exclaimed, "See how nobly Collingwood carries his ship into action."

The Royal Sovereign, while closely engaging the Spanish

[1] The colours which were used in composing this celebrated signal have lately been correctly ascertained, and arranged in the order in which they were hoisted, by the late Commander Jeaffreson Miles, an old and meritorious officer, whose name is mentioned with credit in these pages, and who has kindly furnished the design used for the vignette title-page of the second volume of this work, which embodies the signal. It may here be further mentioned, in reference to this signal, upon the authority of Rear-Admiral John Pasco, who was signal-lieutenant of the Victory at the time, that Lord Nelson first gave directions for the signal to be made, "England *confides*," &c., but that the word confides not being in the vocabulary, Lieut. Pasco suggested the word "**expects**," to which his lordship immediately assented.

three-decker, was raked distantly by the San Leandro ahead, Fougueux on her quarter, and the San Justo and Indomptable also fired at her with some effect, until succeeding ships engaged their more particular attention. The Santa Ana lost her mizen-topmast about five minutes afterwards, just as the Belleisle, with a well-directed broadside, raked her with full effect, and at 1h. 20m. P.M. her three masts fell over the side. At 2h. 10m. the Santa Ana struck her colours, having, with the exception of the broadside from the Belleisle, been exclusively engaged by the Royal Sovereign. Just at this latter period the mizenmast of the Royal Sovereign came down, and soon afterwards the mainmast fell over the starboard side, tearing off two lower-deck ports. The foremast was also badly wounded, and having been stripped of a great part of the lower rigging, was left in a tottering state.

After having for twenty minutes sustained the tremendous fire opened upon her by the rear of the combined fleet, which, from its irregular form, brought the sternmost ships of the enemy abaft her beam, and having her mizen-topmast over the larboard quarter, her sails in ribands, and more than fifty killed and wounded, the Belleisle, with the remains of studding sails, lower and aloft, ranged close under the stern of the Santa Ana, at about quarter past noon. After firing her larboard guns double shotted into that ship, and returning the fire of the Fougueux and Monarca with her starboard broadside, the Belleisle steered for the Indomptable, which latter ship, to avoid her fire, put her helm up, and, after a few broadsides, bore away to the south-east. In the meanwhile the Belleisle was engaged distantly by the San Juan Nepomuceno, on her starboard beam, and at forty-five minutes past noon her main-topmast was shot away. As the enemy's rear ships were now pressing forward, the Belleisle's situation became very critical. The Fougueux ranged up on her starboard side, striking her on the gangway with her larboard bow, rolling at the same time with her foreyard over the British ship's quarter-deck. These two ships then became warmly engaged, and in ten minutes the Belleisle's mizenmast was shot away, about six feet above the deck, the wreck falling over the larboard quarter. Ten minutes afterwards the Fougueux dropped astern, and hauled to the northward,

where we shall again have occasion to notice her. At 1h. 30m. the Achille came down under the stern of the Belleisle, then lying unmanageable, with her head to the eastward, and, having taken her station on the larboard quarter, opened her fire. To this no return could be made, in consequence of the wreck of the mizenmast, which masked the Belleisle's after-guns. The Aigle, having replaced the San Juan, was cannonading the Belleisle on the starboard side; and the San Justo and Leandro, in crossing her bows, to join Gravina, in the rear, opened a passing fire. Thus, surrounded by enemies, the Belleisle, at 2h. 10m., lost her mainmast close to the deck, which fell aft on the larboard side of the poop, while the wreck of the topmast, with the yards and sails, hung over the starboard side. At 3h. 30m., an 80-gun ship, supposed to have been the French Neptune (driven from her position on the bows of the Victory by the Téméraire), placed herself on the starboard bow of the Belleisle; and, at 2h. 45m., the foremast and bowsprit of the latter were shot away. At 3h. 15m. the Polyphemus interposed between the Belleisle and Neptune, the Aigle became engaged by the Defiance, and at 3h. 25m. the Swiftsure passed under the Belleisle's stern, and, manning her rigging, gave the gallant ship three cheers, and took off the fire of the Achille. An ensign lashed to the topsail-yardarm projecting over the quarter, and a union-jack secured to a boarding-pike and lashed to the stump of her mizenmast, proved that, although dismasted, the Belleisle was not subdued; yet, sensible of the valuable assistance thus handsomely rendered, the Swiftsure's cheers were warmly responded to.

The Mars, in her way down, suffered severely from the raking fire of the San Juan Nepomuceno, Pluton, Monarca, and Algésiras. As the Mars steered to cut the line between the two first of these ships, the Pluton, which was to windward of the San Juan, ranged ahead, which induced the Mars, to avoid being raked by the French ship, to haul up, and endeavour to cross the San Juan's bows. In attempting this manœuvre the Mars was followed and engaged by the Pluton; and having her rigging and sails greatly damaged, she was obliged to come head to wind, to avoid running on board the Santa Ana; thus exposing her stern to the raking fire of the Monarca and Algésiras. From this dilemma she was

relieved by the Tonnant. As the Mars fell off she became exposed to a heavy fire from the Fougueux, and subsequently to a very destructive fire from the Pluton also. At about 1h. 15m. Captain Duff, while standing on the break of the quarter-deck, looking over the side, had his head shot off by a cannon-ball from the Pluton. The same shot also killed two seamen. The command then devolved upon Lieutenant William Hennah. Other British ships arriving up, the Fougueux made off to the northward, in the direction of the Téméraire, and the Pluton stood to the south-east to join Gravina.

The Tonnant steered for the bow of the Algésiras, which ship was on the lee quarter of the Monarca, with her main-topsail to the mast. At forty-five minutes past noon the Tonnant passed close under the stern of the Monarca, pouring in a raking fire, and then hauling up alongside. The Spaniard, after sustaining this fire a short time, dropped astern and struck her colours, but afterwards rehoisted them. The Algésiras, filling her main-topsail, then endeavoured to luff across the stern of the Tonnant, which ship had by this time lost her fore-topmast and mainyard; but the latter, putting her helm hard a-port, bore round up, and ran the French ship on board, the bowsprit and anchor of the Algésiras getting entangled in the Tonnant's main rigging. Whilst thus engaged on the starboard side, the Tonnant fired her larboard guns, across the bows of the Mars, at the Pluton and San Juan. At 1h. 40m. Captain Tyler received a severe wound, which obliged him to be taken below, and the command of the ship devolved on Lieutenant John Bedford. At about the same time the Algésiras lost her foremast, and the Tonnant her main and mizen-topmasts. The crew of the Algésiras now made a resolute attempt to board, but the steady fire of the Tonnant's marines defeated it. At 2h. 20m., just as her main and mizen-masts were about to share the fate of the foremast, the Algésiras hauled down her colours. Lieutenant Charles Bennett, with Lieutenant of marines Arthur Ball, and about fifty men, then boarded and took possession of the prize. Just before 3h. the San Juan hailed to say that she had surrendered, and Lieutenant Benjamin Clement was sent in the jolly-boat, with two men, to take possession of her; but the boat, being damaged by

shot, swamped before she had proceeded half-way. The lieutenant could not swim, and while clinging to the boat a shot struck it upon the quarter. The boat then turned bottom upwards, but Clement continued to hold on while one of his boat's crew swam to the Tonnant and returned with a rope, by which means this brave young officer, who had previously been in two general actions, was saved. Having then no boat left, the Tonnant could not take possession of the San Juan; but that ship was afterwards engaged and secured by the Dreadnought. The Tonnant fired a few shot at Dumanoir's squadron, passing to windward.

About fifty minutes past noon, and five after the Tonnant had commenced the action, the Bellerophon passed under the stern of the Monarca, as she dropped clear of the Tonnant. The Bellerophon's helm was immediately put hard a-starboard to lay the Monarca alongside; but not being sufficiently under command, she ran foul of the Aigle (the main-yard of the French ship locking with her fore-yard), and thus became engaged on both sides. The Montanez, French Swiftsure, and Bahama, at the same time, brought their guns to bear on the British ship, and, at about 1h., the Bellerophon's main and mizen topmasts fell over the starboard side, causing the sails to take fire from the explosion of the guns. At 1h. 5m. the master, Edward Overton, was killed; and at 1h. 10m. Captain Cooke fell mortally wounded. The command then devolved on Lieutenant Pryce Cumby. The Montanez, Swiftsure, and Bahama soon became engaged by the Colossus and succeeding British ships, and, at 1h. 40m., the Aigle sheered off, and, as she payed round before the wind, became exposed to a raking fire from the Bellerophon. The Bellerophon having fired a few shot at the Monarca, that ship hauled down her colours, and was taken possession of by a boat from the Bellerophon; and, nearly at the same time, the Bahama surrendered to the Colossus.

The Colossus, at 1h. P.M., ran past the starboard side of the French Swiftsure, which ship had bore up to avoid being raked, as well as to bring her larboard guns to bear on the Bellerophon, and, having run a short distance to leeward, the Colossus laid the Argonaute alongside, and, with their yard-arms locking, an animated fire was kept up for ten minutes, when the latter fell off and dropped astern, receiving the

raking fire of the Colossus into her stern and quarters.[1] The Colossus was also engaged by the Swiftsure on her larboard quarter, and with the Bahama, which lay a little ahead of the Swiftsure, and fired at the Colossus, across the French ship's bows. About 3h., the Swiftsure, having dropped astern, the Colossus was enabled to devote her whole attention to the Bahama, and the mainmast of the latter falling, she showed an English jack to denote surrender. The Swiftsure, in the mean time, bore up with the intention of passing under the stern of the Colossus; but the latter, wearing round, brought her starboard guns to bear with such effect as to knock away the Swiftsure's mizenmast, and the Orion, passing at the same time, by a broadside, brought down her mainmast. The Swiftsure, in this defenceless state, signified to the Colossus that she had surrendered. In hauling up to secure her prizes, the mizenmast of the Colossus went over the side.

The British Achille was only a few minutes after the Colossus. This ship passed under the stern of the Montanez, then luffed up and engaged her to leeward. In less than a quarter of an hour the Montanez sheered off, and the Achille made sail to succour the Belleisle, then lying, as before stated, totally dismasted and surrounded by enemy's ships. But on her way down, the Achille became closely engaged with the Argonauta; and after a warm action of long continuance with this ship, the French Achille edged down on the British ship's quarter, while the Berwick, after engaging the Defence ranged up on her starboard side. The French Achille then passed on in the direction of the Belleisle. After an hour's action between the British Achille and Berwick, the French colours were hauled down, and the Berwick was taken possession of by a boat from the Achille.

At 2h. P.M. the Dreadnought commenced action with the San Juan, and fifteen minutes afterwards ran the Spanish ship on board, and the latter, after a noble defence, at length surrendered. The San Juan had been previously engaged by

[1] Just as the Argonaute sheered off, Captain Morris was struck by a shot a little above the knee. This gallant officer refused to go below; but, applying a tourniquet to his thigh, remained at his station, near the head of the poop-ladder, until the mizenmast being in danger of falling, he descended to the quarter-deck, which he would not quit until the action had ceased and the Agamemnon had taken the ship in tow.

the Bellerophon, Defiance, Tonnant, and others. The Dreadnought then opened fire upon the Principe de Asturias, but after a few broadsides the Spanish ship hauled off.

The Polyphemus had yawed to starboard to permit the Dreadnought to advance upon the Principe de Asturias, and then endeavoured to regain her station; but observing the Swiftsure coming up, she also permitted that ship to pass ahead of her. About 3h. 25m., the British Swiftsure, having rounded the Belleisle, hauled away to the south-east after the French Achille, and, crossing under her stern, took a position to leeward; and the Polyphemus having received some injury from the French Neptune, whose fire, as before stated, she took from the Belleisle, then placed herself on the Achille's weather quarter. In about half an hour the Achille had lost her mizen-mast and fore-yard, and having caught fire in the fore-top, ceased firing. The Polyphemus then stood towards the San Ildefonso, already engaged by the Defence, and to which ship she surrendered before the Polyphemus could get up. As the Swiftsure was hauling off from the Achille, the Prince bore down between the two ships.

As the Revenge was attempting to break the enemy's line, if such it could at this time be called, she passed so close to the Aigle, that the jib-boom of the French ship hooked her mizen-topsail, and while thus entangled, she poured a very destructive raking fire into the Aigle's bows. The Revenge, having forged ahead of the Aigle, stood on; and as she hauled up on the larboard tack, the Principe de Asturias opened fire upon her. The Revenge was also fired at by the Indomptable and San Justo, and continued to be engaged by them, until the Dreadnought and Thunderer coming up, brought those ships to action. The Spanish three-decker, with the most efficient of her division, soon afterwards bore away towards Cadiz.

About 2h. 30m. the Defence commenced action with the Berwick, which ship in less than half an hour hauled off, and was engaged by the British Achille as before stated. The Defence then opened her broadside on the San Ildefonso, and after an hour's action compelled the Spanish ship to haul down her colours.

The Thunderer, at 3h. P.M., having approached to the assistance of the Revenge, crossed the bows of the Principe

de Asturias, and having at some distance raked her, came to the wind on the starboard tack. The French Neptune, in advancing to the assistance of the Principe, engaged the Thunderer for a short time, when those two ships of the enemy, and some others, made off. The Principe de Asturias had been partially engaged by the Revenge, Defiance, and Prince, and she was for some time in action with the Dreadnought also. In her various encounters, her masts sustained so much injury, that her main and mizen-masts fell during the night.

The Defiance, at 3h. P.M., closed with the crippled Aigle, and having lashed alongside, a portion of the crew, headed by Lieutenant Thomas Simons, boarded her with very little resistance, and gained possession of the poop and quarter-deck. The party then hauled down the French ensign, and replaced it with the British; but the assailants were very soon driven from their position by a destructive fire of musketry opened upon them from the forecastle, waist, and tops of the Aigle, by which Lieutenant Simons was mortally wounded.[1] The lashings which held the two ships together being cut, the Defiance sheered off to pistol-shot distance, and after a well-directed fire of twenty minutes, some one in the Aigle hailed to say they surrendered, and she was accordingly taken possession of by a boat from the Defiance. The San Juan Nepomuceno was also boarded and taken possession of by the Defiance's boats; but this ship, having previously surrendered to the Dreadnought, Captain Durham sent her captain on board that ship.

Having, for the sake of perspicuity, kept our readers' attention to the lee line, we proceed to narrate the deeds of the weather column, which was led by the immortal Nelson. Perceiving, as he neared the enemy, his old acquaintance the Santisima Trinidad, and being unable to discover the flag-ship of the French commander-in-chief, Lord Nelson ordered the Victory to be steered for the four-decker, considering that the French admiral was at no great distance from this formidable ship. The event proved the accuracy of his conjecture.

[1] The Patriotic Fund voted a piece of plate, value 100 guineas, to the father of this gallant young man, to mark their sense of the son's heroic conduct.

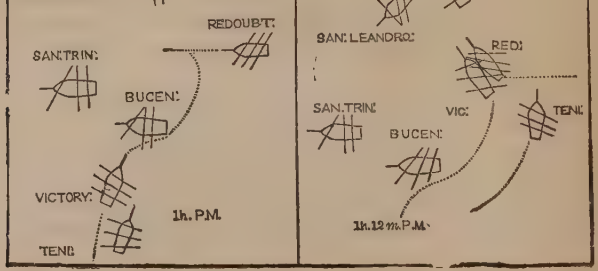
As the Victory rolled down at a sluggish pace towards the enemy, every glass was in requisition, in the hope of discovering the ship which the Victory was, if possible, to engage. Nelson's anxiety was extreme, and so little did he value the suggestions of caution, that he would not permit the hammocks to be stowed higher than usual, because they would have obscured his view of the enemy's ships. And yet his mind was intent at the same time to guard against injury to his ship. The hammocks were, as usual, covered with black painted cloths; but knowing the danger to be apprehended from fire in the close action to which the ship was about to be subjected, he gave directions for the white canvass cloths to be brought up from below, and spread over all. These were then thoroughly saturated with water, and doubtless afforded much protection during the action.

At about twenty minutes past noon, the Bucentaure fired a shot at the Victory. The shot fell short, but in two or three minutes, a second shot pitched close alongside; a third and a fourth followed in quick succession, one passing over the ship, and another making a hole in the maintop gallant sail, thus giving a visible proof that the ship was within range. A minute's awful pause ensued, and then, as if by signal, seven or eight ships opened a fire upon the Victory of the most destructive and trying kind. Mr. Scott, the admiral's secretary, while conversing with Captain Hardy, was shot dead. Judging, from the course pursued by the lee division, that it was the British admiral's intention also to pass through the line, the enemy closed towards that point to which the Victory was advancing. The Santa Ana, however, remaining stationary, engaged by the Sovereign, and the ships near her having full employment from the immediate followers of Collingwood, the enemy's fleet was divided nearly in the centre—leaving fourteen ships in the van, and nineteen in the rear division, with a space of nearly a mile between them.

The Victory had arrived within 500 or 600 yards of the enemy, when her mizen-topmast was shot away, and also her wheel, so that she was obliged to be steered by the relieving tackles below. A shot about this time killed eight marines on the poop, after which Captain Adair, by Lord Nelson's request, ordered his men to lie down—a precaution that was

adopted in the Belleisle and many other ships—before the enemy opened their fire. Shortly afterwards, a splinter from the fore-brace bits passed between Nelson and Hardy, and a part of it tore away the buckle from the shoe of the latter. Both looked earnestly and anxiously, each supposing the other to have been injured. Nelson smiled, and said, "This is too warm work to last long, Hardy." Captain Hardy remarked to his lordship the impossibility of getting through the cluster of ships ahead without running foul of one of them; to which his lordship quickly replied, "I cannot help it: it does not signify which we run on board of; go on board which you please: take your choice."

By this time the Victory (whose sails were hanging in ribands) had lost full fifty men killed and wounded; but it was now her turn to begin. Having at length determined to pass under the stern of the Bucentaure, as the only mode of breaking the line, the Victory's helm, at about 1h. P.M., was put hard a-port, but there was scarcely space enough to enable her to go clear. The Victory, therefore, passed so close to the larboard side of the Bucentaure, that as she poured her well-directed and tremendous broadside into that ship, the effect of it was so great, that the French ship was observed to heel two or three streaks on receiving it. The Victory then hauled round as close under the stern of the French ship as was practicable, in the hope of bringing her to action to leeward, but this was prevented by the advance of the Redoutable. This we will endeavour to illustrate by a diagram, showing the Victory's track.



The best bower-anchor of the Victory broke the spare anchor of the Redoutable, and the concussion drove the latter round off, nearly before the wind. (See diagram.) This happened at about 1h. 10m. P.M. The ships would, however, in all probability, have separated, had not their lower yardarms been foul, which kept them fast together. The larboard broadside of the Victory was, therefore, constantly employed upon the Bucentaure and Santisima, but principally upon the latter, and her starboard guns found full employment with the Redoutable, her immediate opponent.

Nelson continued pacing the quarter-deck with Hardy, their walk being bounded abaft by the wheel, and forward by the companion-ladder, a distance of about twenty-five feet only. At 1h. 25m. his lordship was about to turn to walk aft, when he received the fatal bullet. Hardy turning, observed his admiral in the act of falling ; and before he could prevent it, his lordship fell on his knees, with his left hand just touching the deck, very near to the spot whereon his secretary, Mr. Scott, had fallen. On Captain Hardy's expressing a hope that his lordship was not severely wounded, Nelson said, "They have done for me at last, Hardy." "I hope not," replied the captain. "Yes," continued his lordship, "my backbone is shot through." A musket-ball had entered the left shoulder, through the strap of the epaulette,[1] and, descending, had lodged in the spine.[2] Sergeant Secker, of the

[1] The coat and waistcoat worn by Nelson (the former still decorated with four orders and the epaulettes) are now deposited in the Painted Hall at Greenwich. The course taken by the fatal bullet is there distinctly shown by the tattered bullion of the epaulette. The recovery of this relic is in great part attributable to Mrs. Horatio Nelson Ward, the hero's adopted daughter, who, through the late Sir N. H. Nicolas, made it known to his Royal Highness Prince Albert that so invaluable a memento of the deceased hero was obtainable. The prince immediately ordered the coat to be purchased and presented to Greenwich Hospital.

[2] The direction taken by the bullet proves that it must have been fired from aloft, and it doubtless came from the mizentop of the Redoutable ; but there is scarcely sufficient reason for believing that it was aimed in particular at Lord Nelson. It was most probably a chance shot ; but notwithstanding this, the direction from which it came led to the destruction of every man in the mizentop of the Redoutable by the enraged crew of the Victory. Captain Adair immediately snatched up a musket, and with a midshipman, John Pollard, and many others, continued to fire at the men in the mizentop of the Redoutable, until one

marines, and two seamen conveyed the wounded hero to the cockpit.

The loss had been so severe on the quarter-deck and poop of the Victory, that Captain Hardy, Captain Adair of the marines, and two or three officers, were nearly all that remained. Observing the deserted appearance of the deck, the captain of the Redoutable ordered an attempt to be made to board; but the remaining marines, assisted by a few small-arm men, kept up so continual and animated a fire, that the men assembled in the main rigging with this intention were shot down as fast as they appeared. In repelling this attack, the gallant Adair was killed, and Lieutenant Ram mortally, and George A. Westphal, midshipman, severely wounded: many seamen and marines also fell.

At about 1h. 35m., the Téméraire ran on board the Redoutable, on the starboard bow, and lashed the French ship's bowsprit to the fore part of her main rigging. While in this position her foresail was set on fire by grenades thrown from the French ship, but the fire, by much exertion, was extinguished. The firing having at length entirely ceased, Captain Hardy sent David Ogilvie and Francis Collingwood, midshipmen, with a sergeant of marines and eight men, on board the Redoutable, to assist in extinguishing a fire which had broken out on board. The party, although under the necessity of getting on board by means of a boat, and through the gun-room ports, met with no opposition, thereby proving that all hostility had ceased.

The Téméraire with some difficulty, owing to her being very light, kept astern, or rather upon the starboard quarter, of the Victory, sustaining as well as the Victory much loss and damage from the fire of the enemy. When the Victory put her helm a-port to attack the Bucentaure, the Téméraire was obliged to do the same, to keep clear of her leader, and, from this cause and the absence of any wind, was some time in finding an antagonist to herself. At length she hauled round the Redoutable at some short distance, receiving her starboard broadside, which carried away the head of her mizen-topmast. The Téméraire, however, could make no

by one they were observed to fall. Lord Nelson was scarcely known by the enemy to be on board the fleet, indeed it was believed at the time he was in England.

return to this fire, on account of the position occupied by the Victory, but passed on, and for a time engaged the Neptune. At the time before stated, the two ships—Victory and Redoutable—coming down under the influence of the swell and light air of wind, gradually closed upon the Téméraire, and the latter was added to the group in the manner described. About 2h. P.M., just as the Victory was booming off from the Redoutable, the Fougueux was observed on the starboard side of the Téméraire. After quitting the Belle-isle, she had stretched across to the northward, and now approached with a crowd of men on the forecastle, apparently intending to board the British ship. The Téméraire permitted the Fougueux to approach within a few yards, and then fired her starboard guns with tremendous effect. In the confusion, the Fougueux fell on board the Téméraire, and her fore-rigging was immediately lashed to the sheet-anchor of the latter. Lieutenant Thomas F. Kennedy, with James Arscott, mate, Robert Holgate, midshipman, and about thirty men, then boarded the Fougueux. On the French ship's deck were M. Beaudoin, her captain (mortally wounded), and the second captain, and remaining officers, encouraging their men to repel the boarders. In about ten minutes the brave defenders of the Fougueux were driven below, and the ship in complete possession of the Téméraire. The main and mizen-masts of the Redoutable came down, and shortly afterwards the mainmast fell on board the Téméraire, thereby forming a bridge; and at 2h. 20m., Lieutenant John Wallace, with a party of men, took quiet possession of that ship also.

At 1h. 45m. the Neptune, which on account of the calm occasioned by the concussion of the firing was unable to approach more rapidly, passed under the stern of the Bucentaure, and shot away the French ship's main and mizen-masts. The Neptune continued her course, and in a short time was close under the stern of the Santisima Trinidad, which ship, in conjunction with the Conqueror, she engaged until this huge ship (whose main and mizen-masts had previously fallen) lost her foremast, and rolled an unmanageable hulk upon the water. When the van division, under Dumanoir, wore round, and passed to windward of the British ships, the Neptune, being at no great distance, received their fire and sustained much damage.

The Leviathan and Conqueror closely followed the Neptune, and the Conqueror likewise raked the Bucentaure. The Conqueror hauled up on the Bucentaure's lee-quarter, and in a short time the foremast of the French ship fell, and the Bucentaure surrendered. Captain James Atcherly, of the marines, in a boat with five men, was sent on board the vanquished ship, and to this officer were presented the swords of Vice-Admiral Villeneuve and his two captains; but justly considering that these should be received by Captain Pellew, Captain Atcherly declined to receive them, and, having secured the magazine, accompanied the French admiral and his captains to the boat, which, with three men, two being left on board the Bucentaure, put off from the ship, and the Conqueror having in the mean time gone in chase, the boat went alongside the Mars. The Conqueror meanwhile bore down, and attacked the Santisima. The master of the Conqueror in this action was Joseph Seymour.

The 64 gun ship Africa was for a time in very great danger. Being far to windward of the rest of the fleet, Lord Nelson made the signal for her to make all sail to take her place in the rear of his division; but Captain Digby, either mistaking the signal or anxious to distinguish his ship, bore down upon the van of the combined fleet, which he passed along in order to join the ships engaged; and, in consequence, received the fire of each ship, until having arrived abreast of the Santisima Trinidad, the Africa brought to. Observing that no colours were flying on board the four-decker, Captain Digby despatched Lieutenant John Smith, with a boat's crew, to take possession of her. The boat arrived alongside, and Lieutenant Smith ascended to the quarter-deck, where he was met by a Spanish officer. He requested to know if the ship had surrendered, but was answered in the negative, the officer at the same time pointing to the combined squadron then passing to windward. Lieutenant Smith, not having the means with him of compelling submission, retreated to his boat, which the Spaniards permitted him to do, and returned to his own ship. The Trinidad was eventually taken possession of by the Prince, which ship, at 5h. 30m., took her in tow. The Africa, for nearly three-quarters of an hour, until relieved by the Orion, gallantly fought the

Intrépide, and suffered very severely from the superior force of the enemy.

The Leviathan also bore down upon the Santisima Trinidad; but finding that ship engaged by the Neptune, passed on towards the French Neptune, which continued hanging about the Téméraire. On the approach of the Leviathan, however, the French ship wore round, and made sail away, upon which the Leviathan hauled up to engage the French van, then in the act of wearing round to escape. At about 3h. the Leviathan brought to action the San Augustin, which ship had not wore round with the rest. The Leviathan hauled up to leeward, and, after engaging some short time, the San Augustin's helm was put a-port, intending to pass ahead of the Leviathan, but she was unable to effect it; and the British ship, having brought her broadside, treble-shotted, to bear with powerful effect, at the distance of fifty yards, knocked away the mizen-mast of the Spanish ship, and committed tremendous havoc. The San Augustin then fell on board her opponent with her jib-boom foul of the Leviathan's main rigging, thereby exposing her upper deck to the fire from the carronades, and from the marines on the Leviathan's poop. After some smart firing, Lieutenant Eyles Mounsher, first of the Leviathan, at the head of a party of seamen and marines, boarded and carried the San Augustin, without further opposition. The Leviathan then took the prize in tow, and was thus enabled to engage the Intrépide as that ship passed on to join the van; but the Leviathan[1] was presently relieved of this opponent by

[1] The following anecdote of a seaman of the Leviathan, as stated by Captain Bayntun to the Patriotic Fund, is too honourable to British sailors to be omitted. While the Leviathan was engaging the Santisima Trinidad, a seaman, named Thomas Main, stationed at one of the forecastle guns, had his arm shot off. His messmates offered to attend him below to the surgeon: but he bluntly said, "I thank you, stay where you are, you will do more good there." He then went down by himself to the cockpit, and the surgeon, who respected the man, seeing his case to be urgent, would have attended to him in preference to those there before him; but Main would not allow this, saying, "Not till it comes to my turn, if you please." The surgeon soon afterward performed the amputation close to the shoulder, during which the gallant fellow, in a steady clear voice, sung the whole of "Rule Britannia." "The cheerfulness of this rough son of Neptune," adds Captain Bayntun, "has been

the Africa. The master of the Leviathan was John W. Trotter.

The Orion, at about 4h. 15m., wore round under the stern of the Intrépide, and, bringing to on her lee-bow, between that ship and the Africa, opened so vigorous a fire, that in less than a quarter of an hour her main and mizen-masts fell over the side. The Conqueror and Ajax having by this time also arrived close up with the Intrépide, the captain, considering further resistance would be unavailing, surrendered the ship at a little before 5h. P.M.

The van of the enemy's fleet, consisting of the Formidable, Duguay Trouin, Mont Blanc, Scipion, and Neptuno, under Rear-Admiral Dumanoir, having succeeded in hauling to the light air of wind on the starboard tack, became engaged, about 3h. P.M., with the Orion, Ajax, Britannia, and Agamemnon, as those ships were running down to get into action. Four or five other ships of the van also attempted to wear and follow the rear-admiral, but from want of wind could not do so; and those which succeeded in getting on the starboard tack, being unable to weather the British ships, bore up with the intention of passing to leeward, and joining Vice-Admiral Gravina, in the rear. Three of these—the Rayo, Francisco de Asis, and Héros—were engaged by the Britannia and other ships near her. As Dumanoir's squadron made its way to the southward, the five ships opened their fire on the British and the prizes indiscriminately. The Victory and Téméraire exchanged two or three broadsides with the squadron, but sustained little damage; not so the Fougueux, which ship lost her main and mizen-masts by their fire, and had several men killed and wounded; and on board the Redoutable an English officer had his leg shot off.

About 3h. 10m. P.M., the Minotaur and Spartiate, coming down, hove their main-topsails to the mast on the larboard tack, and exchanged several broadsides with the combined squadron, and succeeded in cutting off one of their number—the Neptuno. These two British ships, passing the four French ships, wore; and, after a warm action with the

of infinite use in keeping up the spirits of his wounded shipmates, and I hope this recital may be of service to him." Poor Main, however, died at Gibraltar hospital.

Spanish ship thus cut off, during which she was defended in a very gallant manner, obliged her, at about 5h. 10m., to surrender, having lost her mizenmast and fore and main topmasts. The Neptuno, drifting to leeward, fell on board the Téméraire, and thus gave rise to the extraordinary mistake contained in the letter of Vice-Admiral Collingwood, that the Téméraire had been boarded on one side by a Spanish, and on the other by a French ship.

Having now, however, imperfectly given the most prominent and important details of the proceedings of the ships engaged in this ever-memorable battle, we return to the Victory and to that scene so deeply interesting to every British heart. The hero of a hundred fights had received a mortal wound just as he had put the finishing stroke to the title of England's naval supremacy, and, surrounded by a halo of victory, in the dark and gloomy abode to which he was carried, we behold him expiring.

As he was being conveyed to the cockpit, in which he breathed his last, Dr. Beatty, in his narrative, states that he caused his face and stars to be covered by his handkerchief, in order that he might pass unnoticed by the crew. On reaching the cockpit, the dying hero was laid upon a midshipman's mattress, and stripped of his clothes, when the surgeon proceeded to probe the wound, which he soon ascertained to be mortal, an opinion which Nelson had from the first entertained.[1] The sufferings of his lordship, from pain and thirst, were very great. He frequently called for drink, and to be fanned with paper. In about an hour and ten minutes after Nelson had been carried below, Captain Hardy, availing himself of a moment's respite from his duties, visited his dying admiral. "They shook hands," says Dr. Beatty, "very affectionately, and Lord Nelson asked 'Well, Hardy, how goes the battle? How goes the day with us?' 'Very well, my lord,' replied Captain Hardy; 'we have got twelve or fourteen of the enemy's ships in our possession; but five of their van have tacked, and show an intention of bearing down upon the Victory; I have therefore called two or

[1] We have heard it from authority which we cannot question, that Nelson had a firm presentiment that he should not survive the battle; and how truly his presentiment was fulfilled the sequel too correctly proved.

three of our fresh ships round us, and have no doubt of giving them a drubbing.' 'I hope,' said his lordship, 'none of *our* ships have struck, Hardy.' 'No, my lord,' replied Captain Hardy, 'there is no fear of that.' Lord Nelson then said, 'I am a dead man, Hardy; I am going fast, it will be all over with me soon.'" Captain Hardy in a minute or two returned to the deck, and the Victory soon afterwards opened her fire upon Dumanoir's squadron, passing to windward, as before described. The concussion of the firing caused great distress to his lordship; and, apostrophizing his ship, he exclaimed, "Oh, Victory, Victory, how you distract my poor brain!" The Orion and other ships having neared the Victory, Dumanoir and his squadron hauled their wind to the southward, offering no further molestation.

In about fifty minutes after Captain Hardy had returned to the deck, he a second time descended to the cockpit, and again shook hands with Lord Nelson, at the same moment congratulating him on the brilliant victory the British fleet had achieved; and although unable to ascertain the exact number of enemy's ships that had struck, he was certain that fourteen or fifteen had surrendered. "His lordship answered," proceeds the narrative, "'That is well, but I bargained for twenty;' and then emphatically exclaimed, 'Anchor, Hardy, anchor!' 'I suppose, my lord,' returned Captain Hardy, 'that Admiral Collingwood will now take upon himself the direction of affairs?' 'Not while I live, I hope, Hardy,' cried the dying hero; and, endeavouring ineffectually to raise himself from the bed, he exclaimed, 'No! do *you* anchor, Hardy!' Captain Hardy then said, 'Shall *we* make the signal, Sir?' 'Yes,' answered his lordship, 'for if I live, I'll anchor.'" Captain Hardy, after remaining about three minutes with his dying chief, went on deck. In about a quarter of an hour after Captain Hardy had quitted the cockpit to attend to his indispensable duties, Lord Nelson became speechless; and at 4h. 30m. P.M. by the Victory's time, expired without a groan. His last words were, "I have done my duty—I thank God for it."

For a writer, such as the compiler of these humble volumes to attempt to eulogize so great a hero as Lord Nelson, may appear presumption; yet we cannot refrain from offering our sincere though unequal tribute to the memory of England's

H.M.S. VICTORY, FIRST RATE, 104 GUNS, LYING IN PORTSMOUTH HARBOUR.

THE FLAG SHIP OF THE GALLANT LORD NELSON IN WHICH HE WAS KILLED OFF TRAFALGAR OCTOBER 21st 1805

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preserver, and the most talented naval commander that any age or country ever produced. From his commencement, as a midshipman, to the last hour of his life, his public career was marked by a boundless zeal for his country's honour and welfare. The daring and hawk-sighted manœuvre on the 14th of February, did much towards gaining a brilliant victory over an enemy of more than double the force of the British fleet; but this was eclipsed at Aboukir. The victory of the Nile would have been alone sufficient to place Nelson on the highest pinnacle of nautical ability. His firm nerves appeared to strengthen with the difficulties presented, and he may be said to have smiled at discouragements which to the ordinary mind would have seemed insurmountable obstacles. The fleet and defences of Copenhagen quailed before him; and, while a signal for his recall was flying on board the commander-in-chief's ship, which must have rendered nugatory all the blood which had been spilt, Nelson negotiated and gained all that was required. His pursuit of a superior fleet to the West Indies, added one more proof, if proof had been wanting, of his consummate skill and determination; but the final and complete triumph, which he sealed with his heart's blood, at once, and we would hope for ever, annexed the sovereignty of the seas to England's throne. To have died in such a cause,—to have fallen at such a moment,—was, indeed, to gain all that mortal man could aspire to; and, as says Dr. Beatty, "his splendid example will operate as an everlasting impulse to the enterprizing genius of the British navy."

The moment Lord Nelson's death was announced to Captain Hardy, he directed Lieutenant Alexander Hills to proceed to the Royal Sovereign, and acquaint Vice-Admiral Collingwood that the admiral was mortally wounded, not wishing to hurt the feelings of a friend, by stating that he was dead. Captain Blackwood arrived on board the Victory soon afterwards, and Captain Hardy accompanied him, in the boat of the Euryalus, to the Royal Sovereign, to acquaint the vice-admiral with what had really happened, as well as to deliver Nelson's dying commands, that the fleet should be brought to anchor as soon as it was practicable. Vice-Admiral Collingwood unhappily differed in this respect with his distinguished friend, and on receiving the message, re-

plied, "Anchor the fleet! Why, it is the last thing I should have thought of."[1]

At the conclusion of the action the land about Cape Trafalgar was in sight, bearing south-east by east, distant about eight miles, after which cape the battle was named.

It is now time to sum up the heavy losses sustained in this glorious encounter, which were as follow :—

Ships.	Killed.	Wounded.	Ships.	Killed.	Wounded.
WEATHER COLUMN.			LEE COLUMN.		
Victory.....	57	102	Royal Sovereign	47	94
Téméraire.....	47	76	Belleisle	33	93
Neptune	10	34	Mars.....	29	69
Leviathan.....	4	22	Tonnant	26	50
Britannia	10	42	Bellerophon	27	123
Conqueror	3	9	Colossus	40	160
Africa	18	44	Achille	13	59
Agamemnon ..	2	7	Dreadnought ..	7	26
Ajax	2	9	Polyphemus....	2	4
Orion.....	1	23	Revenge	28	51
Minotaur	3	22	Swiftsure	9	8
Spartiate	3	20	Defiance	17	53
			Thunderer	4	12
Total	160	410	Defence.....	7	29
			Prince	—	—
			Total	289	831

Total ..... 449 killed; 1,241 wounded.
Grand total..... 1,690

[1] Collingwood has been subjected to very severe strictures, in reference to his non-compliance with the dying command of Lord Nelson; and there can be no doubt that he incurred a very distressing responsibility in consequence. The act, however, of not anchoring the fleet immediately on the termination of the battle, admits of some extenuation. A great part of the fleet, and nearly all the prizes, were wholly unprepared to anchor, their cables having been rendered unserviceable by shot. Had, therefore, the signal been made, those ships in a condition to comply would have brought up, while those unable to obey the signal would have become still more dispersed, whereas by keeping underweigh, the effective were in a condition to assist the crippled ships, and, in the meanwhile, the prize crews were enabled to employ themselves in splicing the cables, and in getting ready to anchor when the signal should be made, and it was made at 9h. P.M. We merely offer this as one of many reasons which might have induced the vice-admiral to decline carrying immediately into effect the dying injunction of his friend.

Subjoined are the names of officers officially returned as killed or wounded :—Victory : Killed—Vice-Admiral Lord Nelson ; John Scott, secretary ; Captain (marines) Charles W. Adair ; Lieutenant William Ram ; Midshipmen Robert Smith and Alexander Palmer ; Captain's clerk Thomas Whipple. Wounded—Lieutenants John Pasco and George M. Bligh ; Lieutenants (marines) Lewis B. Reeves and James G. Peake ; Midshipmen William Rivers, George A. Westphal, and Richard Bulkeley. Téméraire : Killed—Captain (marines) Simeon Busigny ; Lieutenant (do.) John Kingston ; Carpenter L. Oades ; Midshipman William Pitts. Wounded—Lieutenant James Mould ; Lieutenant (marines) Samuel J. Payne ; Boatswain J. Brooks ; Mate F. S. Price ; Midshipman J. Eastman. Neptune : Wounded—Captain's clerk. Leviathan : Wounded—Midshipman J. W. Watson. Britannia : Killed—Lieutenant Francis Roskruge. Wounded —Stephen Trounce, master ; Midshipman William Grant. Conqueror : Killed—Lieutenants Robert Lloyd and W. St. George. Wounded—Lieutenant (marines) Thos. Wearing ; Lieutenant (Russian navy) Philip Mendel. Africa : Wounded —Lieutenant Matthew Hay ; Captain (marines) James Fynmore ; Mates Henry West and Ab. Turner ; Midshipmen Frederic White, P. J. Elmhurst, and J. P. Bailey. Orion : Wounded—Midshipmen Charles Tause and T. P. Cable. Minotaur : Wounded—Boatswain James Robinson ; Midshipman J. S. Smith. Spartiate : Wounded—Boatswain John Clarke ; Midshipmen Edward Bellairs and Edward Knapman. Royal Sovereign : Killed—Lieutenant Brice Gilliland ; Master William Chalmers ; Lieutenant (marines) Robert Green ; Midshipmen John Aikenhead and Thomas Braund. Wounded—Lieutenants John Clavell and James Bachford ; Lieutenant (marines) James Le Vesconte ; Mate W. Watson ; Midshipmen G. Kennicott, Grenville Thompson, J. Farrant, and John Campbell ; Boatswain Isaac Wilkinson. Belleisle : Killed—Lieutenants Ebenezer Gale and John Woodin ; Midshipman George Nind. Wounded—Lieutenant William Ferrie ; Lieutenant (marines) John Owen ; Boatswain Andrew Gibson ; Mates W. H. Pearson and W. Cutfield ; Midshipmen Samuel Jago and J. T. Hodge. Mars : Killed—Captain Duff ; Midshipmen Edward Corbyn and Henry Morgan. Wounded—Lieutenants Edward W

Garrett and James Black; Master Thomas Cook; Captain (marines) T. Norman; Midshipmen J. Young, George Guiren, W. J. Cook, J. Jenkins, and Alfred Luckraft. Tonnant: Killed—Midshipman William Brown. Wounded—Captain Tyler; Lieutenant Frederick Hoffman; Boatswain Richard Little; Mate H. Ready; Captain's Clerk W. Allen. Bellerophon: Killed—Captain Cooke; Master Edward Overton; Midshipman John Simmons. Wounded—Captain (marines) John Wemyss; Boatswain Thomas Robinson; Mate E. Hartley; Midshipmen W. N. Jewell, James Stone, Thomas Bant, and George Pearson. Colossus: Killed—Master Thomas Scriven. Wounded—Captain Morris; Lieutenants George Bully and William Forster; Lieutenant (marines) J. Benson; Boatswain William Adamson; Mate Henry Millbanke; Midshipmen W. A. Herringham, F. Thistlewayte, T. G. Reece, H. Snellgrove, R. M'Lean, George Wharrie, Timothy Renou, and George Denton. Achille: Killed—Midshipman F. J. Mugg. Wounded—Lieutenants Parkins Prynn, and Josias Bray; Captain and Lieutenant (marines) Palms Westropp and William Liddon; Mate G. Pegge; Midshipmen W. H. Staines, W. J. Snow, and W. Smith Warren. Dreadnought: Wounded—Lieutenant J. L. Lloyd; Midshipmen Andrew M'Cullock and James Sabben. Revenge: Killed—Midshipmen Thomas Grier and Edward F. Brooks. Wounded—Captain Moorsom; Lieutenant John Berry; Master Luke Brokenshaw; Captain (marines) Peter Lely. Swiftsure: Wounded—Midshipman Alexander B. Handcock. Defiance: Killed—Lieutenant Thomas Simons; Boatswain W. Forster; Midshipman James Williamson. Wounded—Captain Durham; Mates James Spratt and Robert Browne; Midshipmen John Hodge and Edward A. Chapman. Thunderer: Wounded—Mate John Snell; Midshipman Alexander Galloway.

The damages exhibited by each ship, in masts and yards at the conclusion of the action, are described in the subjoined table; and from these may be imagined, without entering into tedious details, the injuries the different ships had sustained in their hulls.

Ships.	Senior Lieutenants.	Lower Masts, Topmasts, and Yards,	
		Shot away.	Left tottering
Victory	John Pasco (flag) Edw. Williams John Quilliam[1] Andrew King John Yule	Mizenmast	Foremast
Téméraire	Thos. F. Kennedy	Main and mizen-mast heads, fore and fore-topsail yards	
Neptune	George Acklom		
Leviathan	Eyles Mounsher	Mizen-topsail yard	
Britannia	Arthur Atchison		
Conqueror	Richard Spear[2]	Mizen-topmast	
Africa	John Smith	Main-topsail yard	All three lower masts
Agamemnon	Hugh Cook		
Ajax	Jer. Brown†		
Orion	John Croft	Main-topsail yard	
Minotaur	James Stuart	Fore do. do.	
Spartiate	John M'Kerlie		Main-topmast
Royal Sovereign	John Clavell John Ellis	Main and mizen-masts, and fore-topsail yard	Foremast
Belleisle	Thomas Fife	All three lower masts and bow-sprit	
Mars	James Black	Main-topmast	Foremast
Tonnant	John Bedford	Three topmasts & main-yard	
Bellerophon	Edward F. Thomas†	Main and mizen-topmasts	Fore-topmast
Colossus	Thos. R. Toker	Mizenmast	Fore and main-masts
Achille	Wm. W. Daniel		
Dreadnought	Nisbet Palmer	Main-topsail yard	
Polyphemus	George Moubray		
Revenge	Lewis Hole		
Swiftsure	James Lilburn		
Defiance	William Hellard		
Thunderer	William Norman†		
Defence	James Green		
Prince	William Godfrey		

[1] Deck lieutenant, made post captain. The officers marked † being second lieutenants, were not promoted with the others.

[2] Second lieutenant—first, Robert Lloyd, killed.

The eleven ships under Admiral Gravina hauled to the north-east and escaped; and the Héros, San Francisco, Indomptable, and Montanez, succeeded in passing in-shore of the British fleet, and also got away. Others were in tow of the frigates, and the whole, in course of the night, anchored about a mile and a half from Rota, not being able to enter the Bay of Cadiz on account of the strong south-east wind blowing off the land, although in the offing the wind was still from west-south-west.

At 6h. P.M. Vice-Admiral Collingwood shifted his flag to the Euryalus frigate, and taking the Sovereign in tow, stood off-shore with her. At this time several of the British ships were more or less disabled, and out of the seventeen prizes,[1] eight were totally dismasted, and the remainder in a very helpless state. The fleet was now within a few miles of the shoals of Trafalgar, and in thirteen fathoms water. There was a heavy swell, which distressed the disabled ships very much; but fortunately there was little wind. At 9h. P.M. the signal was made for the fleet to prepare to anchor, of which some few ships availed themselves. Towards midnight the wind veered to south-south-west, and freshened considerably. This favourable change induced the admiral to make the signal to wear the ships' heads to the westward; and those ships which had not anchored, and were in a condition to obey the signal, wore and drifted out to sea.

On the 22nd, at 8h. A.M., the Euryalus cast off the Sovereign, and the Neptune was directed to take her in tow. The wind blew fresh in squalls during the whole of this day, and the thirteen prizes which remained underweigh (four having anchored), closed round the Sovereign. The Bucentaure,

[1] The names of the ships actually surrendered or in possession of the British at this time were as follows :—

SPANISH.		FRENCH.	
Guns.		Guns.	
130	Santisima Trinidad	80	Bucentaure
112	Santa Ana	74	Intrépide
80	Neptuno		Redoutable
	Argonauta		Fougueux
74	San Augustin		Algésiras
	Monarca		Aigle
	Bahama		Swiftsure
	San Juan Nepomuceno		Berwick
	San Ildefonso		Achille

having on board Lieutenant Richard Spear and a party of men from the Conqueror, drifted towards the shore near the castle of Saint Sebastian, and there anchored. During the day she was wrecked on the Puergues, and the crew, including the British, were saved by the boats of a French frigate. In the night it came on to blow a heavy gale from north-west.

On the morning of the 23rd, the Redoutable foundered before the whole of her men could be removed. Only about 170 were saved from her surviving crew, and these at a great risk, and with the loss of thirteen of the Téméraire's seamen, and five of the Swiftsure's. The Swiftsure's launch, under the command of Lieutenant Thomas Sykes, afterwards assisted by the pinnace, in charge of Lieutenant Thomas Read, saved the lives of near fifty poor wretches while the ship was in the act of sinking. The brave Captain Lucas had previously been removed to the Téméraire. The Fougueux drifted on shore near the river Sancti Petri, having thirty of the crew of the Téméraire on board, and was totally wrecked, with the loss of all on board except about twenty-five persons. The prize crew of the Algésiras was overpowered by the French during the gale, and having rigged jury-masts, that ship, by great exertions, reached the harbour of Cadiz. The same morning, Commodore Kerguelen sailed from Cadiz with five sail of the line and five frigates, which latter retook the Santa Ana and Neptuno, and carried them into port.

On the 24th, the Indomptable, on board which were the survivors of the Bucentaure's crew, making with her own above 1,000 men, was wrecked off the town of Rota, and not more than 100 were saved. The San Francisco de Asis, another of Kerguelen's squadron, cut her cables and went on shore near Fort Santa Catalina, where her crew were saved. The Rayo, also of this squadron, not being able to enter Cadiz Bay, anchored off San Lucar, where she soon rolled away her wounded masts, and on this day was captured by the Donegal, Captain Pulteney Malcolm; but two days afterwards the ship parted company and went on shore, and of the 107 men and officers put on board her by the Donegal, twenty-five were drowned. The Monarca also drove on shore after the greater part of her crew had been removed by the boats of the Leviathan. The Santisima Trinidad was

scuttled and sunk by the Neptune and Prince. The Aigle drifted into Cadiz Bay, and was wrecked on the bar of Port Santa Maria on the night of the 25th.

The few remaining prizes were at length anchored about six leagues to the westward of Cape San Lucar; and on the 28th the body of the British fleet also brought up a little to the northward of them; the Royal Sovereign under jury, main, and mizen masts, and the Mars with main and mizen masts only. On the 29th the Intrépide was burnt by the Britannia, and the San Augustin by the Leviathan and Orion: the Argonauta was scuttled and sunk by the Ajax. The Berwick was wrecked off San Lucar; 200 of her crew perished with her, the remainder being saved, after much gallant exertion, by the Donegal's boats. The Defence, with the San Ildefonso, Bahama, and Swiftsure, anchored on the night of the 26th, and rode out the gale in safety; affording one argument in reference to the benefit which might have resulted had the dying injunction of Lord Nelson been attended to. The San Juan Nepomuceno was saved by the exertions of the Phœbe and Donegal.

The victory of Trafalgar was most complete; and since that day the enemies of England have not been able to fit out a fleet at all equal to contest with her navy the rule of the ocean. Although the preponderance of force was considerably on the side of the combined fleets, a chance of victory did not remain to them after the first shot fired by the British. Never, perhaps, was more cool and determined bravery and skill evinced than on this occasion.

The body of Nelson was conveyed to England in the ship which had so long borne his flag, and on the 6th of January, 1806, after lying in state some time in the Painted Hall of Greenwich Hospital, was conveyed to St. Paul's Cathedral, beneath the splendid cupola of which those venerated ashes lie. Numerous were the honours bestowed by a grateful country on the hero's relatives; and we wish we could add, that those who so nobly fought on that occasion also met that amount of promotion and distinction which so memorable a battle claimed for them. Vice-Admiral Collingwood was raised to the peerage, with a pension of £2,000. Rear-Admiral the earl of Northesk was made a K.B., and Captain Hardy created a baronet. Lieutenant Quilliam, of the

Victory, the senior lieutenants (acting as captains) of the Ajax and Thunderer, and those of the Bellerophon and Mars, were made post captains; and the second, third, fourth, and flag lieutenants of the Victory, first and second of the Royal Sovereign, and first lieutenants of every other line-of-battle ship, made commanders. Four mates of the Victory, three of the Royal Sovereign, two of the Britannia, and one from every other ship, were made lieutenants. The Patriotic Fund, ever alive to the honour and prosperity of the British navy, not only voted a large sum of money for the relief of the widows and orphans of the slain, and to the wounded officers and men; but presented to each captain or commanding officer in the action a sword, valued at 100 guineas. Vases each of 500 guineas' value were presented, one to the hero's relict, a second to the successor to his lordship's title, and a third to Vice-Admiral Collingwood. The earl of Northesk was also granted a vase, value 300 guineas. The silver "naval medal" has recently been bestowed upon the survivors present in the glorious victory.

Rear-Admiral Dumanoir, who, with the 74-gun ships Formidable, Scipion, Mont Blanc, and Duguay Trouin, had escaped from Trafalgar on the same night, steered away to the south-west, but afterwards hauled to the northward, intending to enter Basque Roads. On the 2nd of November, being off Cape Finisterre, the squadron discovered, and at noon chased, the British 36-gun frigate Phœnix, Captain Thomas Baker. The frigate bore up, steering for Ferrol, in the hope of falling in with a British squadron. At 3h. P.M. the Phœnix got sight of four sail bearing south, and at 3h. 15m. the four pursuing ships hauled to the wind on the starboard tack; upon which the Phœnix altered her course to south by west, the better to keep sight of her pursuers. Dumanoir soon afterwards wore to the eastward, and the Phœnix, making signals to the ships to leeward and firing guns, also wore and stood to the south-east. At about the same time that the Phœnix discovered Dumanoir's ships, the Dryad and Boadicea, Captains Adam Drummond and John Maitland, also got sight of them, bearing east; and at 8h. 45m. these frigates were seen by the Phœnix. About 9h. 30m. the squadron to the southward, which was that of Sir Richard Strachan, consisting of the—

Guns.	Ships.		
80	Cæsar	Captain	Sir Richard J. Strachan
74	Hero	,,	Hon. Alan Hyde Gardner
	Namur	,,	Lawrence W. Halsted
	Courageux	,,	Richard Lee
	Bellona	,,	Charles Dudley Pater
	Frigates.		
36	Santa Margarita	,,	Wilson Rathbone
32	Æolus	,,	Lord William Fitzroy

was seen by the Dryad and Boadicea; but being in doubt as to whether the strangers were friends or foes (their signals being unanswered), they tacked to the north-east, and were soon out of sight of both squadrons. At 11h. P.M. the Phœnix, more satisfied as to the identity of the British ships, passed under the stern of the Cæsar, then standing to the northward (wind west-north-west), and after receiving a shot and being hailed, Captain Baker informed Sir Richard of the enemy's position on the larboard bow. The British ships being much scattered, the Phœnix was ordered to speak the different ships, and make their captains aware of the presence of the French squadron. The Cæsar then made all sail in chase of the enemy, bearing east-north-east, which a glimpse of moonlight enabled the British admiral to discover.

On the 3rd, in the morning, the 38-gun frigate Révolutionnaire, Captain the Hon. Henry Hotham, joined in the pursuit, which continued throughout the day and night, with varied success. The action, however, did not take place till the 4th, when, at about fifteen minutes past noon, the Cæsar opened her larboard guns on the Formidable. At this time the four French ships were formed in line ahead on the starboard tack, in the following order:—Duguay Trouin, Formidable, Mont Blanc, and Scipion, under topsails and top-gallant sails, with courses clewed up, the wind being at south-west, and about one point abaft the beam; the British ships Cæsar, Hero, and Courageux were on their weather quarter, and the Namur about ten miles astern.

In a minute or two after the Cæsar commenced firing, the Hero and Courageux, in quick succession, discharged their broadsides at the Scipion and Mont Blanc. The fire was instantly returned by the three French ships, and a spirited action ensued. At 12h. 50m. the Cæsar made the signal for close action, and five minutes afterwards the Duguay Trouin,

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in luffing up to rake the Cæsar ahead, unintentionally cable round on the larboard tack; and the British ship, having hauled up to prevent the enemy crossing the Cæsar's bows, the Duguay Trouin passed to leeward, within musket-shot of the Cæsar and Hero, from each of which ships she received a smart fire. Dumanoir soon afterwards tacked to support his second ahead, and his two followers also hove about. The Formidable, however, was so slow in stays that she did not regain her station astern of the Duguay Trouin, and became the third instead of the second ship. About 1h. 20m. P.M., the Cæsar wore after the enemy, and the Hero and Courageux tacked.

At 1h. 40m. the Cæsar made the Namur's signal to engage the enemy's van, which had neared that ship, and at the same time the Hero was ordered to lead on the larboard tack. The Hero, followed at some distance by the Courageux, and at a much greater distance by the Cæsar, accordingly edged away towards the French squadron. The Namur was still to windward, endeavouring, under all sail, to get into the action; but, being a very dull-sailing ship, her progress was excessively slow.

At about 2h. the Hero fired her starboard guns at the Scipion, which ship having lost her main-topmast, fell to leeward, and became engaged with the Courageux, Phœnix, and Révolutionnaire. The Hero, making sail, then gained a position on the weather bow of the Formidable. At 2h. 45m., the Namur having arrived up with the Formidable, the Hero gallantly made sail after the Mont Blanc, which ship, as well as the Duguay Trouin, had been occasionally raking the Hero while engaging the Formidable. At 3h. 5m., the Cæsar having in the mean time repaired her damages, was in the act of re-opening her fire on the Formidable, when that ship having lost her mizen-topmast, and her mainmast and fore-topmast being in a tottering state, hauled down her colours. She was taken possession of by a boat from the Namur. The latter, having her main-yard cut in two by her opponent's fire, was unable to make sail. At 3h. 10m. the Duguay Trouin and Mont Blanc bore up and endeavoured to form a line ahead of the Scipion; but this latter ship, having by the united fire of the Courageux and frigates, lost her main and mizen masts and fore-topmast, just at this time

hauled down her colours. The Scipion was taken possession of by the Phœnix and Révolutionnaire. The Duguay Trouin and Mont Blanc, observing the fate of their consorts, endeavoured to escape, but were overtaken by the Hero and Cæsar, and, after a close and animated fire of twenty minutes' duration, the Duguay Trouin surrendered to the Hero, and the Mont Blanc to the Cæsar. The battle ceased at 3h. 35m.

The loss on board the British ships was slight considering the closeness of the action. It was as follows:—Cæsar four men killed and twenty-five wounded. Hero, Lieutenant (marines) Robert Morrison and nine men killed; and Lieutenants John Skekel and Cornelius J. Stevens (marines), Thomas Titterton (purser), and forty-eight men wounded. Courageux, one man killed; and the first lieutenant, Robert Clephan, Thomas Daws, mate, John Gibbs Bird, midshipman, John Austin, gunner, and thirteen men wounded. Namur, four men killed; and Lieutenant Thomas Osborne, Captain of marines William Clements, Frederick Beasley, midshipman, and five men wounded. Santa Margarita, Thomas Edwards, boatswain, killed, and one man wounded. The Révolutionnaire, two killed and six wounded; the Phœnix, two killed and four wounded; and the Æolus, three men wounded: total, twenty-four killed, and 111 wounded. The Hero had her fore-topsail-yard shot away, the Cæsar her main-topgallant-mast, and the Namur her main-yard; and the Cæsar and Hero had received considerable injury in their masts, sails, and rigging. The loss sustained by the French ships was very severe: the Formidable had 200 killed and wounded, including, among the latter, Rear-Admiral Dumanoir; the Scipion, about the same number; Mont Blanc, 180; Duguay Trouin, 150; making together upwards of 700 killed and wounded in the four ships. The foremasts of the Formidable and Mont Blanc were the only spars remaining.

In this action the Formidable mounted only sixty-five guns; three having been dismounted in the battle of the 21st of October, and twelve of her quarter-deck 12-pounders having been thrown overboard during the chase of Sir Richard Strachan. The Révolutionnaire, Phœnix, and Santa Margarita took a very decided part in this contest and did considerable execution while harassing the enemy's rear;

they were also much damaged by shot. Sir Richard Strachan carried his four well-earned prizes to Plymouth, and they were added to the British navy, in which the Formidable became the Brave, the Duguay Trouin the Implacable, and the Mont Blanc and Scipion retained the same names; but the Implacable and Scipion were the only ships that ever again went to sea. Sir Richard Strachan was invested with the order of the Bath; the officers and men received the thanks of Parliament; gold medals were given to the captains; and the first lieutenants of the line-of-battle ships were made commanders. The Patriotic Fund ordered swords each of the value of 100 guineas to be presented to the seven captains commanding the ships engaged, and a vase valued at 300 guineas to Sir Richard Strachan. This is also a naval medal action.

On the 28th of November, the 16-gun ship-sloop Serpent, Commander John Waller, while cruising in the Bay of Honduras, observed two suspicious vessels. Believing them bound to Truxillo, the Serpent proceeded thither, and, on the 29th, regained sight of them entering the bay. Captain Waller then despatched two boats in charge of Lieutenant William Patfull, assisted by Charles Trace, master's mate, Samuel Nisbett, midshipman, and the purser, Thomas Scriven, which, in the face of a heavy fire of great guns and musketry, boarded, and without loss carried a Spanish guarda-costa schooner, mounting one long 18-pounder and six smaller guns, with a crew of forty men. Leaving this prize in possession of Mr. Trace, Lieutenant Patfull pursued a 4-gun felucca privateer, but the latter escaped by using her sweeps.

On the 24th of December, the 24-pounder 44-gun frigate Egyptienne, under the command of Lieutenant Philip Cosby Handfield (in the absence of Captain the Hon. C. E. Fleming), chased off Rochefort, and in conjunction with the 38-gun frigate Loire, Captain Frederick Lewis Maitland, captured the French 38-gun frigate Libre, Captain Henri Descorches. The Egyptienne's loss amounted to one man killed and nine wounded, but the Loire had no one hurt. The French frigate had twenty men killed and wounded.

1806.

On the 2nd of January, the 54-gun ship Malabar and 18-gun corvette Wolf, Captain Robert Hall and Commander George C. Mackenzie, cruising off the south end of Cuba, discovered two large schooner privateers running into Azerarderos, a small harbour, the entrance to which was concealed by a double reef of rocks. Owing to the skill and exertions of the master of the Malabar, Thomas Fotheringhame, the passage was at length discovered, and the Wolf was conducted through an opening in the reefs, and anchored within a quarter of a mile of the privateers, which, in expectation of an attack, were moored in a very advantageous position for defence. The Wolf opened fire upon the two vessels, and continued it for nearly two hours, when, observing that the crews of the vessels were escaping to the shore, Captain Mackenzie ordered the boats in-shore to bring the vessels out. They proved to be the Régulateur, mounting one long brass 18-pounder and four long brass 6-pounders, with a crew of eighty men, and the Napoléon, of five guns and sixty-six men. Four of the crews, who were wounded, were made prisoners, the remainder escaped. The two vessels were towed beyond the reef, but the Régulateur sank shortly afterwards, in consequence of her injuries. The British loss amounted to two seamen killed and four wounded.

On the 6th of January, the 36-gun frigate Franchise. Captain Charles Dashwood, having anchored about five miles distant from the town of Campeachy, despatched her launch, barge, and pinnace, containing sixty-four officers and men, under the command of Lieutenant John Fleming, assisted by Lieutenant Peter John Douglas, Lieutenant of marines H. B. Mends, and Midshipmen Cuthbert F. Daly, John Lamb, C. W. Chalmers, and William Hamilton, in search of enemy's vessels. The boats did not arrive where the vessels lay until 4h. A.M. on the 7th, which was long after the moon had risen; consequently their approach had been observed,

and every preparation for defence adopted. As the boats pulled in, they became exposed to the fire of two Spanish brigs of war, a schooner, and seven gun-boats. Lieutenant Fleming, being well supported, dashed on and boarded the nearest brig, and, after a spirited resistance of ten minutes, carried her. The prize was the Spanish brig Raposa, mounting twelve guns, with swivels and cohorns, having on board seventy-five men. Only seven of the British were wounded. The Raposa had four men killed and twenty-six wounded. The guns of the Raposa having been turned upon the Spanish flotilla, they retired in-shore, leaving the British in quiet possession of the prize. Lieutenant Douglas was promoted; but Lieutenant Fleming, who so gallantly conducted this enterprize, was not made a commander until November, 1814, just three years after Commander Douglas had attained post rank. The Patriotic Fund Committee voted swords to the three lieutenants above named, and to Mr. Lamb, for the gallantry they displayed. Those not so noticed were probably not mentioned prominently in the Gazette; which accounts for the omission.

In the month of December, 1805, two squadrons, together comprising eleven sail of the line and four frigates, sailed from Brest. They separated into two squadrons; the command of one being vested in Rear-Admiral Willaumez, who proceeded to the Cape of Good Hope: the other consisted of—

Guns.	Ships.	
120	Impérial	Vice-Admiral C. U Leisseigues Captain Julian G. Bigot
80	Alexandre	,, P. E. Garreau
74	Brave	Commodore L. M. Condé
	Diomède	Captain J. B. Henry
	Jupiter.....	,, G. Laignel

Frigates—Cornète and Félicité. Corvette—Diligente

Intelligence of the sailing of these squadrons having reached Vice-Admiral Sir John Duckworth, who with a squadron was blockading Cadiz, he departed in pursuit, and on the 25th and 26th of December unsuccessfully chased that of M. Willaumez, off the Cape de Verds; he then proceeded to Barbadoes, and being there joined by Rear-Admiral the Hon. Alexander Inglis Cochrane, in the North-

umberland, and the Atlas, Captain Samuel Pym, his squadron consisted of the under-mentioned :—

Guns.	Ships.	
74	Superb	Vice-Ad. Sir John Thomas Duckworth, K.B. (white) Captain Richard Goodwin Keats
	Northumberland	Rear-Ad. Hon. Alexander Inglis Cochrane (white) Captain John Morrison
80	Canopus	Rear-Ad. Thos. Louis (white) Captain Francis William Austin
74	Spencer	„ Hon. Robert Stopford
	Donegal	„ Pulteney Malcolm
	Atlas	„ Samuel Pym
64	Agamemnon	„ Sir Edward Berry
Frigate	Acasta	„ Richard D. Dunn

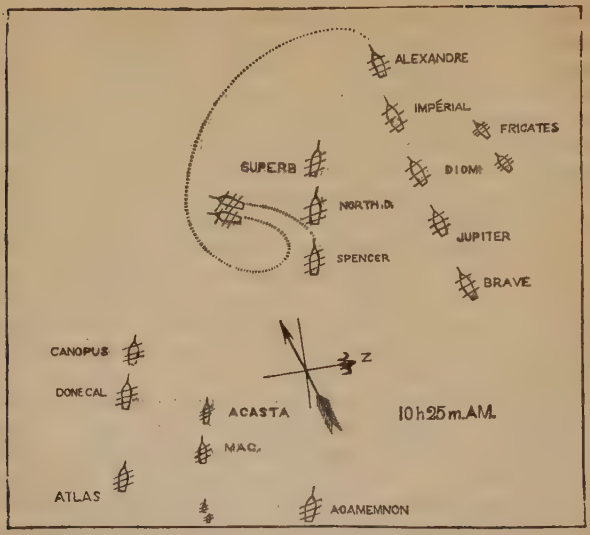
The 18-gun brig Kingfisher, Commander Nathaniel Day Cochrane, joined at Barbadoes, on the 3rd of February, with intelligence that a French squadron had been seen steering for San Domingo, and the whole immediately weighed in quest of the enemy. The brig Epervier, Lieutenant Thomas Higginson, joined the same day. On the 5th. being off the east end of San Domingo, the 32-gun frigate Magicienne, Captain Adam Mackenzie, joined company with news that a French squadron was at anchor off the town of San Domingo. At daybreak on the 6th of February, the British squadron gained a sight of the enemy. At 7h. 30m. A.M., observing the force approaching, the French slipped their cables and made sail to the westward, towards Cape Nisao, with a light air of wind from the northward, and formed a line of battle thus:—Alexandre, Impérial, Diomède, Jupiter, and Brave, with the Félicité and Cornète frigates, and Diligente corvette inshore. The British ships, being more off the land, steered a course to cross the leading French ship, and thereby also maintained a steadier breeze.

At 8h. A.M., the ships of the British squadron were in two imperfectly-formed lines; the weather one consisted of the Superb, Northumberland, Spencer, and Agamemnon, and the lee line of the Canopus (nearly abeam of the Spencer), Donegal, and Atlas (the latter far astern). The Acasta and Magicienne frigates, Kingfisher and Epervier sloops, were to windward of the line-of-battle ships. Soon after 8h., the distance increased between the different British ships by the inequality in their

sailing, and the Superb, Northumberland, and Spencer, in close order, and, having a fine breeze, were gaining fast on the enemy; while the Agamemnon had fallen considerably astern. At 9h. 50m. the enemy's ships hoisted their colours, and, owing to the wind drawing more aft, and freshening considerably, were now steering with it on their starboard quarter. At 10h. 10m., the Superb, having taken in her studding-sails, opened a fire from her starboard guns, being on the larboard quarter of the Alexandre; and, in a few minutes, the Northumberland also coming up, engaged the Impérial. In another five minutes the Spencer, being close on the Northumberland's weather quarter, joined in the cannonade, making the Diomède her more immediate opponent, the ships now running nearly before the wind, at the rate of about seven knots.

After the third broadside, the Alexandre suddenly hauled to the wind on the larboard tack, and succeeded in luffing across the bows of the Superb, leaving the Impérial in close action with the Superb and Northumberland. At 10h. 25m., the Alexandre, being now to the southward, gallantly attempted to pass between the Northumberland and Spencer, and rejoin the Impérial and her consorts, from whom she was separated; but the Spencer pouring in a raking fire, the Alexandre wore, and the Spencer, hauling up on her starboard beam, brought her to close action. This change of position, owing to the smoke, was not immediately perceived by the Superb and Northumberland, and the Spencer, in consequence, received several shot from their larboard guns.

The Spencer and Alexandre meanwhile continued closely engaged, with their heads to the southward, while the remaining ships of both squadrons were standing to the westward. The position of the two squadrons at this period, after much close examination of the logs of the Superb, Northumberland, and Spencer, we are enabled to illustrate by a diagram.



The Northumberland having succeeded in shooting ahead, gallantly pushed between the Superb and the Impérial, and for a long time received from the latter a tremendous fire. At about 10h. 35m. the Canopus, leading the lee column, crossed the bows of the Alexandre and Spencer, and firing a broadside into the French ship, brought down her already tottering masts. The Donegal also fired into the Alexandre in passing, as did the Atlas. All this time the Spencer continued warmly engaged; but at 11h., the Alexandre's fire having been silenced, and the ship being wholly defenceless, surrendered. Without waiting to take possession of a beaten enemy, the Spencer wore and made sail after the remaining combatants. The Canopus, after firing her broadside at the Alexandre, steered for the Impérial and Diomède, and the Donegal and Atlas stood towards the Jupiter and Brave.

The Donegal, at about 10h. 45m., fired her starboard broadside into the Brave, then luffing round under her stern, she ranged up on the French ship's starboard side, and brought her to close action. After about half an hour's animated cannonading, the Brave surrendered. The Atlas,

soon after the Donegal commenced firing upon the Brave, brought the Jupiter to action ; but, in obedience to the signal of the admiral to attack the van of the enemy, made sail after the Canopus. Captain Malcolm, therefore, observing the Jupiter without an opponent, quitted his prize, and proceeded to attack that ship. After bestowing upon her a few broadsides, and perceiving the imperfect resistance offered, the gallant captain determined to board ; and ordering the Donegal's helm to be put a-starboard, she was quickly athwart the bows of the Jupiter, the bowsprit of the latter passing over the Donegal's larboard quarter, in which position it was secured by a hawser. The remaining officers and crew of the Jupiter, finding further resistance of no avail, surrendered, without much opposition, to a party of men headed by a lieutenant and two midshipmen, who boarded her. The Acasta, by the direction of Captain Malcolm, shortly afterwards took possession of the Brave.[1]

The Atlas, at about 11h., closed the Impérial, still engaged by the Northumberland, and after firing two broadsides into the three-decker, endeavoured to bear up under her stern to rake her ; but at this moment the tiller of the Atlas becoming jammed by a shot which she received from the Diomède into her starboard quarter, she fell on board the Canopus, but without doing any material damage to that ship, carried away her own bowsprit. Throwing all aback, the Atlas dropped clear of the Canopus, and became closely engaged with the Diomède for about ten minutes, when the Spencer came up and joined in the action.

The Impérial had hitherto principally been engaged by the Northumberland, but assisted by the Superb, Canopus, and Atlas ; and at 11h. 30m., having lost her main and mizen-topmasts by their united fire, hauled towards the land, then about a mile distant on her starboard bow. The Northumberland was by this time so crippled as to be unable to pursue, and Sir John Duckworth, deeming it unsafe for the Superb to stand in-shore, hauled off to the southward. The Canopus, however, followed, and continued to fire at the three-decker until 11h. 40m., when the latter took the ground with such violence that her three masts went over the side.

[1] When boarded by the Acasta's first lieutenant, only one of the French officers (the second captain) was found to be sober.

Shortly afterwards she fired a gun to leeward, in token of surrender. The mainmast of the Northumberland at about the same time fell forward, crushing the boats, and doing great damage. The Spencer, after quitting the Alexandre, crossed the bows of the Diomède, which latter shortly afterwards, following the example of the Impérial, ran on shore, and at the same moment her three masts went over the side; but she continued to fire occasionally at the Canopus and Atlas. The Agamemnon, having been so far astern, found little or nothing to do when she arrived up. This ship, however, received some shot from the Impérial and Diomède.

Thus, in less than two hours, the five line-of-battle ships were either captured or driven on shore, the frigates only escaping. The Impérial was the largest and finest ship in the world, measured 3,000 tons, and mounted 130 guns, 36, 24, and 18-pounders, and 36-pounder carronades, and had seventeen guns of a side on the lower, middle, and main decks. Her crew amounted to not less than 1,200 men, of which number the French accounts state her loss to have been 500 in killed and wounded. The other captured ships suffered in proportion, so that their united loss in killed and wounded must have been very little short of 1,500 men. The British loss was as follows: — Superb: six men killed; and Lieutenant Charles Patriarche, William Pickering, master. Charles Wallington, Thomas Jackson, Joseph Bullen, and James Willcox, midshipmen, and fifty men, wounded. Northumberland: David Ridgway, midshipman, and twenty men, killed; and Lieutenant George F. Seymour, William Millard, C. W. Selwyn, Jeremiah Lawrence (all four severely), Henry Stokes, Charles Comer, and Philip Peacock, midshipmen, and seventy-two petty officers, seamen, and marines, wounded. Canopus: eight officers and men killed, and twenty-two wounded. Spencer: Martin Oates, boatswain, fourteen seamen, and three marines, killed; and Captain Hon. R. Stopford, Lieutenant James Harris, Lieutenant (marines) James Cuthbertson, William Neame, midshipman, forty seamen, and six marines, wounded. Donegal: C. H. Kynaston, midshipman, seven seamen, and four marines, killed; and John Airey, master, William Rudall, H. Ogilvie, and Edward Acton, midshipmen, twelve seamen and marines badly, and seventeen slightly, wo[illegible] Atlas: eight men killed, and

William Mowbray, master, Stephen Spargo, boatswain, and nine men, wounded. Agamemnon : one killed, and thirteen, including Lieutenant William Coote, wounded. Total : seventy-four killed, and 264 wounded.

The Northumberland was the only British ship that lost a mast. The Donegal lost her fore-yard, and the Atlas her bowsprit. The masts and rigging of most of the ships were much damaged, and the hulls of some—especially of the Northumberland—in a shattered state. The Alexandre was with difficulty kept afloat. The Impérial and Diomède were lying broadside on to the surf—the latter about 200 yards astern of the Impérial—and both bilged and total wrecks. On the 8th, the Acasta and Magicienne, after taking out the captain and about 100 men, which were all that remained on board the Diomède, set both French ships on fire. The crew of the Impérial, and the greater part of the Diomède's, reached the shore and escaped. As soon as the two most disabled of the three prizes could be refitted, Sir John Duckworth proceeded with them to Jamaica, from whence the least disabled of the French ships, with the Northumberland and the Agamemnon, sailed for Barbadoes.

Rear-Admiral the Hon. A. I. Cochrane was invested with the order of the Bath, and Rear-Admiral Louis created a baronet. Commander Cochrane, the bearer of the despatches, was posted, and Lieutenant John Morrison, first of the Superb, was also made a post captain ; but what other promotions were officially made we are unable to state. The thanks of both houses of Parliament were voted on the occasion, and the naval medal has recently been granted for it.

On the 8th of March the boats of the 44-gun frigate Egyptienne, Captain the Hon. Charles Paget, were despatched, under Commander Philip C. Handfield (who, not having received an official notice of his promotion, still acted as first lieutenant of the frigate), assisted by Lieutenant Richard Israel Alleyn and Lieutenant of marines Edward H. Garthwaite, to endeavour to cut out a large privateer in Muros Harbour. The enterprize was gallantly conducted, and the Bordeaux privateer Alcide, pierced for thirty-four guns, and moored close to the beach (which was lined by a body of troops), was towed out to sea.

On the 13th of March, at 3h. A.M., in lat. 26° N., long.

29° 30′ W., a squadron consisting of the 98-gun ship London, Captain Sir Harry Neale; 80-gun ship Foudroyant, Captain John C. White; and 38-gun frigate Amazon, Captain William Parker, under Vice-Admiral Sir John B. Warren (whose flag was in the Foudroyant), came in sight of two large sail on the lee-beam. The London, being at some distance to leeward, and astern, was the first to discover the strangers, and immediately wore and bore up in chase, making signals to the admiral with false fires and blue lights. At 5h. 30m. the London got alongside the stranger, which was the French 74-gun ship Marengo, bearing the flag of Rear-Admiral Linois, and commenced a close and vigorous cannonade. At 6h. the Marengo made sail ahead, and at 6h. 15m. her consort, the 40-gun frigate Belle Poule, gallantly joined in engaging the British ship. The Amazon, at 7h., arrived up, and took the attention of the Belle Poule, leaving the London to continue her chase and running fight with the Marengo. The action lasted till 10h. 25m., when the two French ships surrendered.

The loss on board the London amounted to William Rooke, midshipman, and nine seamen and marines, killed; and Lieutenant William Faddy (dangerously), Thomas W. Watson, midshipman, and twenty men, wounded. The Amazon had her first lieutenant, Richard Seymour, Lieutenant (marines) Edward Prior, and two men, killed; and Thomas Hoskins, master, and five men, wounded. The Marengo had sixty-three men killed, and eighty-two wounded; among the latter, Admiral Linois, and his son, severely; and Captain Vrignaud, with the loss of his right arm. The Belle Poule had six men killed and thirty-four wounded. The naval medal is granted to the London and Amazon for the capture of these two ships.

On the 21st of March, the hired armed 16-gun brig Colpoys, with a crew of twenty-one men and boys, commanded by Lieutenant Thomas Ussher, chased into the harbour of Avillas, on the coast of Spain, three Spanish luggers, which took shelter under a 6-gun battery. The Colpoys followed; but having got within range of the battery it fell calm. Lieutenant Ussher then manned two boats, taking the command himself, with which he proceeded to the attack of the luggers. Lieutenant Ussher's boat out-pulled the other,

and, without waiting for her to close, he boarded and carried the three vessels in succession; the crews, with the exception of thirteen men, quitting the vessels on his approach. The second boat then came up and assisted in towing off the prizes. Two of the luggers mounted two guns each. In performing this dashing exploit only two men were wounded. Lieutenant Ussher was promoted in the month of October following, and his gallantry was further noticed by a present of a sword, value fifty guineas, by the Patriotic Fund.

On the 24th of March, at 1h. P.M., Cape Roxo, Porto Rico, bearing north, distant about forty miles, the 18-gun sloop Reindeer, Commander John Fyffe, discovered two brigs to windward. The strangers were the French national 16-gun brigs Phaëton and Voltigeur, Lieutenants Saulce and Cricq. The Voltigeur steered for the bow of the Reindeer, and at 2h. P.M., hoisted her colours, and, in passing to leeward, fired her broadside; while the Phaëton, bearing a commodore's pendant, continued her course on a wind. Captain Fyffe, deeming the latter the most eligible opponent, tacked, and crossing the Phaëton, opened fire, which was returned by the French brig. The Reindeer and two brigs continued tacking and exchanging broadsides until dark, when the British vessel, having her sails and rigging much damaged, was unable to tack for nearly a quarter of an hour. In the mean time the French brigs made off, and at 7h. P.M. had disappeared. The Reindeer sustained no loss in this encounter.

On the 26th of March, the 36-gun frigate Pique, Captain Charles B. H. Ross, while crossing from St. Domingo to Curaçoa, chased the two brigs above mentioned, and at 1h. P.M. opened fire upon them. At 2h., by her superior sailing, the Pique brought the brigs to close action, and after the firing had continued twenty minutes, the Phaëton, having had her gaff-halyards shot away, fell on board the Pique. In an instant, Lieutenants William Ward and Philip H. Baker, John Thompson, master, and Lieutenant of marines Henry Craig, together with twenty-five seamen and marines, sprang on the deck of the brig, and the Pique, sheering off from the Phaëton, made sail after the Voltigeur. But no sooner had the boarders stepped on the Phaëton's deck than a large body of men rushed from under the fore and aft mainsail, and opened a very destructive fire, killing the master and eight

seamen ; and wounding Lieutenants Ward, Baker, and Craig, and eleven seamen and marines. The Pique, observing the struggle, threw all aback, and sent assistance to the boarders, which, in a few minutes, compelled the French crew to cry for quarter. Having again made sail, the Pique overtook, and captured the Voltigeur, without further resistance. On board the Pique only one man was wounded. The Phaëton and Voltigeur were added to the British navy, under the names of Mignonne and Musette. The above is a naval medal action.

A few days previous to the capture of the brigs, Lieutenant Ward, in the Pique's gig, and John Eveleigh, midshipman, in the yawl, gallantly boarded, and, after a smart resistance, but without loss, succeeded in capturing, off Ocoe Bay, San Domingo, the Spanish schooner Clara, of one long 9-pounder and twenty-eight men.

On the 28th of March, the French 18-gun corvette Néarque was captured, after a long chase, off the Glénans, by the 38-gun frigate Niobe, Captain John W. Loring. That which renders this capture chiefly meritorious, consists in the service having been performed in the presence of a squadron of superior force ; and great praise is due to Captain Loring for the skilful manner in which the vessel was boarded. Lieutenant Barrington Reynolds commanded the boarding party.

On the 3rd of April, the 36-gun frigate Renommée, Captain Sir Thomas Livingstone, and 18-gun brig Nautilus, Commander Edmund Palmer, were driven from before Carthagena, by a Spanish squadron, consisting of two ships of the line and a frigate, while a brig, having under her protection a convoy of coasters, with a fresh easterly breeze, ran down along shore to the westward. The Renommée having, in the evening, distanced the Spanish squadron, Captain Livingstone, after despatching the Nautilus to Lord Collingwood, made sail towards Cape de Gata, in the hope of cutting off the Spanish brig, and on the 4th, at 2h. A.M., the latter was discovered at anchor under the Fort Callartes The frigate was delayed by baffling winds in her approach to the shore ; but on arriving up, the frigate's fire soon silenced the brig, and cut asunder the hawser by which she was warping herself on shore, after which her colours were

hauled down. The prize proved to be the Spanish 18-gun brig of war Vigilante, having a crew of 109 men, and at 3h. 30m. A.M. of the 4th, she was brought off. The Renommée sustained very little damage, and had only two men wounded. The Vigilante had one man killed and three wounded, and her mainmast fell soon after her surrender. She was added to the British navy, under the name of Spider.

On the 5th of April, a little after dark, the boats of the 32-gun frigate Pallas, Captain Lord Cochrane (which ship was anchored near the Cordouan shoal), under the orders of Lieutenant John Haswell, assisted by James Sutherland, master, and Midshipmen Edward Perkyns, John Campbell Crawford, and W. A. Thompson, proceeded to the attack of two corvettes, lying twenty miles above the shoals, and protected by two heavy batteries. At 3h. A.M. on the 6th, the British party boarded, and carried the brig Tapageuse (of fourteen long 8-pounders and ninety-five men), in spite of a determined resistance. The strength of the tide prevented the boats from ascending the river after the other brig, but at daybreak the Tapageuse was under sail. The alarm was immediately given, and the consort of the captured brig followed and engaged her; but after an hour's firing, was compelled to sheer off. Three seamen belonging to the British boats were wounded, one with the loss of both arms. On the same morning, while the Pallas was waiting the return of her boats, two armed ships and a brig were observed coming down towards her, upon which she immediately weighed, and chased and drove all three vessels on shore. These were the 20-gun corvettes Garonne and Gloire, and the 16-gun brig Malicieuse. The masts of all three vessels shortly afterwards went by the board, and their hulls were covered with the spray. The Patriotic Fund presented swords, valued at fifty and thirty guineas, to the above-named officers in reward for their gallantry.

On the 17th of April, at 2h. P.M., the 36-gun frigate Sirius, Captain William Prowse, while on a cruise six or seven leagues to the westward of Civita Vecchia, gained intelligence of a French flotilla which was to sail that morning for Naples. The Sirius proceeded in that direction, and at 4h. 15m. P.M. discovered the corvette Bergère, of eighteen

long 12-pounders, and one 36-pounder brass carronade, with 139 men, Commodore Duclos; 20-gun brig Abeille; 12-gun brigs Legère and Janus; bombard Victoire, of twelve long 18-pounders, and two heavy mortars; cutter Gauloise, and gun-ketches Jalouse, Gentille, and Provençale, each having four long 4-pounders, and one 36-pounder brass carronade, making in all ninety-seven guns. The Sirius closed with the flotilla soon after sunset, the vessels of which were formed in compact order, within two leagues of the mouth of the Tiber, and lying to near a dangerous shoal, awaiting the attack. At 7h. P.M. the Sirius, having arrived within pistol-shot, opened her fire, and continued closely engaged for two hours; at the end of which time, the Bergère hailed to say that she had surrendered. Although several of the remaining vessels were silenced, the Sirius was so much cut up, as to be unable to pursue them. Her loss amounted to William Adair, master's mate, five seamen, and three marines, killed; and Acting Master James Brett, and John Robinson and Meyricke Lloyd, midshipmen, twelve seamen, and five marines, wounded. A vase, value 100 guineas, was presented by the Patriotic Fund to Captain Prowse. The naval medal is granted for this action.

On the night of the 3rd of May, the boats of the 36-gun frigate Renommée, Captain Sir Thomas Livingstone, were despatched, when off Cape Palos, under the command of Lieutenants Sir William Parker, Charles Adams, and Alexander Nesbitt, Lieutenant of marines Henry John Murton, and Timothy Murray, boatswain, as well as several midshipmen (not named), to cut out the Spanish schooner Giganta, lying in the port of Vieja. At about 1h. A.M. of the 4th, the boats reached the schooner, and although the latter was fully prepared for defence, with her boarding nettings triced up, chain moored within pistol-shot of the batteries, and further covered by 100 men drawn up on the beach, she was carried in gallant style. One midshipman, Charles Forbes, and three men were badly wounded, and three slightly; and the Giganta had nine men wounded. The prize, which was brought off, mounted two long 24-pounders forward, three long 4-pounders, and four swivels. She had a crew of twenty-eight men, and was commanded by a captain of the Spanish

navy. The Patriotic Fund voted swords to the above-named officers.

On the 12th of May, the Indefatigable and Pallas, Captains John T. Rodd and Lord Cochrane, with the 18-gun brig Kingfisher, Commander George F. Seymour, watching the French squadron, in the roads of Aix, being perceived by the French admiral, two frigates and three brigs were ordered to get underweigh and stand out to attack them. At 2h. P.M. the British frigates were fired at by the light-house battery on the island of Aix, but at 3h., being close under the batteries, tacked and stood out to sea, hoping by these means to draw the enemy off the land. This, however, not succeeding, the Pallas (the adventurous disposition of whose captain has already been repeatedly noticed) proceeded in-shore, on the 14th, alone; and at 10h. 30m. A.M., having arrived within two miles of the battery of Aix, shortened sail to the topsails, braving the heavy frigates in the roads. This had the desired effect, as shortly afterwards the 40-gun frigate Minerva and three brigs were observed coming out, with studding-sails and royals set. The Pallas gallantly awaited the approach of her enemies, and the Minerva and her consorts having arrived within point-blank range, she opened an admirably-directed fire upon them. The main-topsail yard of one of the brigs came down, and the Minerva sustained much damage to her sails and rigging. The British frigate having received in return a fire from the frigates, and also from the batteries, hauled on board her fore and main tacks, and endeavoured to cross the bows of the Minerva, and get to windward of her, and this, after much excellent seamanship and good pilotage amongst the various dangerous shoals, was at 1h. P.M. accomplished, and the Pallas then opened upon her principal adversary a close cannonade from to windward. After engaging a short time, the Minerva's fire began to slacken, and Lord Cochrane, with a view of preventing the frigate's retreat, gallantly determined on boarding. The helm of the Pallas was accordingly put a-weather, and she ran the Minerva on board. So violent was the collision that it brought down the fore-topmast of the Pallas, carried away the jib-boom, spritsail-yard, bumpkin, cat-head, fore and main-topsail yards, chain plates of the fore

rigging, and the bower anchor was torn from her bows. The two ships then separated before an opportunity of gaining the deserted decks of the Minerva was effected; but the capture would in all probability have taken place, had not the French admiral, seeing the disabled state of the Minerva, despatched two other frigates to her assistance. Under these circumstances, the Pallas got her head off shore, and meeting the Kingfisher, was taken in tow by her. The loss on board the Pallas, out of a crew of 214 men and boys, was one marine killed, and Midshipman William Andrews (severely) and four seamen wounded. The Minerva, whose crew amounted to 330 men and boys, only acknowledged to a loss of seven killed and fourteen wounded. The Pallas was a ship of 667 tons only, mounting twenty-six 12-pounders on the main deck, and twelve 24-pounder carronades on the quarter-deck and forecastle; total, thirty-eight guns. The Minerva was a fine frigate of 1,100 tons, and when subsequently captured, mounted twenty-eight long 18-pounders on the main deck, and four long 8-pounders and twelve carronades, 36-pounders, on the quarter-deck and forecastle; total, forty-four guns.

On the 27th of May, the French national 16-gun brig Diligente was captured in the West Indies without resistance, after a chase of forty-eight hours, by the 18-gun corvette Renard, Commander Jeremiah Coghlan.

On the 21st of June, at 7h. 30m. A.M., the outward-bound H.E.I.C. ship Warren Hastings, in latitude 26° south, was chased by the French 40-gun frigate Piémontaise, Captain Jacques Epron. The Warren Hastings, at 10h. A.M., hoisted colours and made the private signal, but which was not noticed by the Piémontaise, although the latter had English colours flying. At 11h., the British merchant ship shortened sail, and cleared for action, and at noon the Piémontaise, having taken in her studding-sails, substituted French for British colours. At 1h. 20m. P.M., the Piémontaise, sailing about two feet to one of the Warren Hastings, ran to leeward, and opened fire upon her larboard quarter within musket-shot. The Warren Hastings gallantly returned the fire, as soon as her guns would bear. After firing for about twenty minutes, the frigate made sail and passed ahead, but, owing to the fresh wind blowing, had done little damage. After standing on for some short time, the Piémontaise

tacked, and, passing close to leeward of her antagonist, gave and received a smart fire, which wounded the Indiaman's foremast, cut away the larboard fore-shrouds, fore-topsail-tie, and much of the running rigging. The ensign also was shot away, but was quickly replaced by another at the main-topmast head. The Piémontaise again hove about, and her third attack crippled the foremast of the Hastings. Having a second time tacked ahead of the Hastings, the Piémontaise renewed her fire, which was returned with great spirit by her opponent, who, in this fourth attack, had her fore and main masts shot through, and some of her guns dismounted. While in this disabled state, with only the main-topsail set, the Piémontaise made a fifth attack, and by her heavy fire shot away the mizenmast of the Hastings, which, falling forward, rendered most of the guns on the upper deck useless. In this helpless situation, no other course remained to the nobly-defended ship than to surrender; and the British colours were accordingly hauled down. Her loss, out of a crew of 130 men, amounted to John Edwick, purser, and six men, killed; the first, third, and sixth mates (James Cockwell, Edward Davies, and William Hope), James Greville, surgeon's mate, and nine seamen, wounded. The Piémontaise had seven men killed and five wounded. A reference to the description of the India fleet, under Commodore Dance[1] (which holds equally good in the case of the Warren Hastings), will show that to resist an 18-pounder frigate was rashness. The gallantry was, however, unquestionable; and had the Hastings at the commencement succeeded in knocking away a topmast, or crippling a lower mast, she might have escaped.

The dismasted state of the Warren Hastings, and the heavy sea running, caused the ship to fall off before the wind, and from want of attention on board the Piémontaise, she fell on board that ship, with a force which seemed to endanger both. A party of Frenchmen, headed by the first lieutenant, Charles Moreau, then rushed on the British ship's deck, armed more like pirates than national seamen, threatening the lives of all on board. Captain Larkins was dragged about the decks, and Lieutenant Moreau, accusing

See page 78, *ante*.

him of intentionally running foul of the frigate, in order to cripple her masts, stabbed him in the right side with a poniard, which passed through the right lobe of the liver, and occasioned so great a flow of blood that Captain Larkins fainted. Three officers were also stabbed in cold blood by Frenchmen; but it is only justice to Captain Epron, Acting Lieutenant Baudin, and some other of the officers, to state that they did their utmost to restrain the drunken fury of the monster Moreau and his men, and to render Captain Larkins and the survivors of his crew every possible attention. The Piémontaise, with her prize, arrived at the Isle of France on the 4th of July.

On the 9th of July, the French 34-gun frigate privateer Bellone, Captain Jacques Perroud, was captured off Ceylon, after a chase and a running fight of near two hours' duration, by the 74-gun ship Powerful, Captain Robert Plampin. The Bellone, when first seen, was pursuing the 16-gun ship-sloop Rattlesnake, Commander John Bastard. The Powerful had two men killed and eleven wounded by the fire of the privateer, and the Bellone one man killed and six wounded. The prize was added to the British navy, as a 28-gun frigate, under the same name.

Commodore Sir Samuel Hood, who commanded a squadron of six sail of the line and a frigate off Rochefort, having learnt that a convoy, laden with stores for the fleet at Brest, was about to sail from Verdon Roads, under the protection of two corvettes, determined to give the officers and men of the squadron an opportunity of cutting them out. A boat from each line-of-battle ship was selected, and sent to the 32-gun frigate Iris, which ship immediately proceeded off the Gironde, where she joined the 44-gun frigate Indefatigable, Captain John T. Rodd. The six boats were commanded as follows:—Centaur's, Lieutenant Edward R. Sibly (the senior officer); Conqueror's, Lieutenant George Fitzmaurice; Prince of Wales's, Lieutenant John Francis; Revenge's, Lieutenant Charles Manners; Polyphemus's, not named; and Monarch's, Lieutenant Dalhousie Tait; Achilles', not named. To these were added three boats from the Indefatigable, commanded by Lieutenants Thomas Parker, Thomas Arscott, and Ralph Shipperdson, as well as three from the Iris, whose officers are not named in the despatch.

On the night of the 15th of July, the twelve boats quitted the Indefatigable. A strong head-wind delayed their progress, but they succeeded in reaching Verdon Roads at midnight. The first object of attack was the French 16-gun brig César, which Lieutenant Sibly gallantly attempted to board; but, while in the act of cutting away the boarding-netting, he was wounded by a pike and sabre in the side, arm, and face. The brig was, however, boarded, and carried, after a very gallant defence, her commander, M. Fourré, being among the killed. The other brig, the Teazer (late British), of 14-guns, slipped her cable, and escaped by running up the river. The convoy followed her example, and escaped. The César, although exposed for some time to the fire of the batteries on both sides of the river, worked out, under the direction of Lieutenant Parker, and joined the frigates in the offing. The trophy was dearly purchased. Lieutenant Charles Manners, Thomas Helpman, master's mate, and seven seamen, were killed; and Lieutenants Sibly, Tait (both badly), Parker, and Shipperdson, Thomas Mullins, master's mate, and thirty-four seamen and marines, were wounded Thomas Blackstone, midshipman, and nineteen seamen and marines of the Revenge, were made prisoners, their boat having been struck and disabled by a shot. Lieutenant Sibly was promoted. The above is a naval medal boat action.

The frigates Phœbe and Thames, Captains James Oswald and Bridges W. Taylor, lying in Leith Roads, were ordered to proceed to the Shetland Islands in search of three French frigates that had been doing much injury to the Greenland fisheries. Captain Thomas Lavie, in the 38-gun frigate Blanche, was ordered to take the above-named ships under his orders. The Phœbe and Thames proceeded; but on arriving at the appointed rendezvous, ascertained that one of the French frigates had parted company when they quitted the station. On the 13th of July, the Blanche arrived at the rendezvous, and Captain Lavie received information that a French frigate had been seen off the Faro Islands, and having proceeded in search, on the 18th, at 10h. 30m. A.M., descried a large ship bearing north-east. This was the French 18-pounder 40-gun frigate Guerrière, Captain Hubert. At 3h. P.M. discovering that the Blanche

was not one of her companions, she bore up, and made all sail. The Blanche gained rapidly in the pursuit, and, at a little past midnight, opened fire upon the Guerrière, into which she poured two broadsides before her antagonist returned a shot. A close action commenced, which continued until 1h. 30m. A.M. on the 19th, when the Guerrière, having lost her mizen-topmast, hauled down her colours. No one was killed on board the Blanche, but Lieutenant Robert Bastin and three marines were wounded, by musketry. The Guerrière's masts were badly wounded, and her hull much shattered; her loss amounted to twenty men killed and thirty wounded. The two ships were nearly equal in point of guns; but the French crew was very sickly, and many men unable to go to their quarters, which accounts for the trifling loss sustained by the Blanche. The Guerrière was added to the British navy as a 38-gun frigate. Captain Lavie received the honour of knighthood. The above is a medal action.

On the 25th of July, in the evening, as the 32-gun frigate Greyhound, Captain Edward Elphinstone, and 18-gun brig Harrier, Commander Edward Thomas Troubridge, were cruising in the Java seas, four sail were seen passing through the Straits of Salayer, which were chased until 9h. P.M., when the strangers hove-to. Observing that one of the strangers was a large two-decked ship, the Greyhound and Harrier also hove-to during the night, about two miles to windward of the squadron; and, as the day broke, the strangers formed in line of battle, consisting of the Dutch 36-gun frigate Pallas, Captain Aalbers; Dutch Company's armed ships Vittoria and Batavia, and 14-gun corvette William, and continued lying to on the larboard tack, under their topsails. At 5h. A.M., the Greyhound bore up, under French colours, steering for the Pallas, and being, at 5h. 30m., within hail, the Greyhound shifted her colours, and opened her fire from to windward upon the Dutch frigate, which the latter quickly returned. The Harrier, having closely followed the Greyhound, passed between the Pallas and Vittoria, and, wearing round on the starboard tack, became engaged with the two merchant ships. The Greyhound, in the mean time, having shot ahead, wore close round the bows of the Pallas, pouring in a raking broadside, and, keeping up

a vigorous and destructive fire, compelled her, at about 6h. 15m., to haul down her colours. The Vittoria and Batavia, after sustaining the fire of the Harrier, surrendered, the former at 6h. 30m., and the latter at 6h. 40m., and, as well as the Pallas, were taken possession of by the British ships. The William, seeing the fate of her companions, made sail, and effected her escape. The Greyhound, out of a crew of 212 men, had one killed and eight wounded; and the Harrier only three men wounded. The Dutch frigate mounted forty guns, and, out of her complement of 250 men, had eight killed, her captain (mortally) and thirty-two wounded. The Vittoria had two killed and six wounded, and the Batavia two killed.

In the month of February, four French frigates—the Hortense, Rhin, Hermione, and Thémis, together with the corvette Furet (captured, on the 27th, by the 38-gun frigate Hydra, Captain George Mundy)—sailed from Cadiz on a cruise. On the 27th of July, on their return to France, being in lat. 47° north, long. 7° west, the squadron was discovered, at 6h. A.M., by the 74-gun ship Mars, Captain Robert D. Oliver, the look-out ship of a British squadron of five sail of the line, under Commodore Richard G. Keats, in the Superb. The Mars, after making known by signal to the commodore the object of her pursuit, crowded sail in chase, and soon after dark lost sight of both squadrons, with the exception of the 64-gun ship Africa, which, until 11h. P.M., was seen on her lee-quarter. Captain Oliver, rightly imagining the enemy would alter the course in the night, bore up a few points, and, at daylight on the 28th, the four frigates were seen on the weather-bow. The stern-most of the four, which was the Rhin, being at some distance from her companions, was so rapidly gained on by the Mars, that the French commodore hove about, and bore up to her support; after which he formed his ships in line of battle ahead on the larboard tack; but, at 3h. P.M., again made all sail, and abandoned the Rhin to her fate. The Mars, having already run a distance of 150 miles, continued in pursuit, and, at 6h. P.M., in the midst of a heavy squall of wind and rain, was about to open her broadside on the frigate's lee-quarter, when the latter struck her colours. Soon after the Rhin was taken possession of, the other three frigates were

seen standing to the south-east, and Captain Oliver would have pursued them, but for the proximity of the French coast, and the dark, squally weather. The Mars, on the 31st, rejoined her squadron with the prize. The Hortense and Hermione succeeded in reaching Bordeaux, and the Thémis entered Rochefort.

On the 14th of August, at daybreak, the Isle of Wight bearing north, eight leagues, the 4-gun fire-brig Phosphorus, Lieutenant William J. Hughes, was attacked by a French 12-gun lugger privateer, of seventy men, which, having laid her alongside, attempted to carry her by boarding. Although the officers and crew of the brig numbered only twenty-four, the French crew were repulsed with much loss, and, after engaging with spirit for forty minutes, the lugger sheered off. Lieutenant Hughes, Thomas Esther, acting master, and six seamen, were wounded. Lieutenant Hughes was promoted in the month of September following, and a sword, value 100 guineas, presented him by the Patriotic Fund.

On the 22nd of August, the boats of the 32-gun frigate Alexandria, Captain Edward D. King, in which were Lieutenants Joseph Lewis and Edmund Nagle, and Alfred Smith, master's mate, boarded and carried a Spanish brig and a guarda-costa, moored under the batteries in the harbour of Rio de la Plata, on the Spanish Main. As the vessels were stripped of their sails and secured to the shore, Lieutenant Lewis, after sustaining a most severe fire for ten hours, and consequent heavy loss, ordered them to be destroyed, and retreated. Mr. Smith, and five seamen and marines, were killed; and Lieutenant Nagle, Samuel Marshall, midshipman, the gunner, and eight seamen and marines, wounded.

On the 23rd of August, in the morning, the frigates Arethusa and Anson, Captains Charles Brisbane and Charles Lydiard, cruising off the Havannah, discovered to leeward, and within two miles of the Moro Castle, the Spanish 34-gun frigate Pomona, endeavouring to enter the harbour. Finding this, from the strength of the current, to be impracticable, the Pomona bore up and anchored two leagues to the eastward of the Moro, in three and a half fathoms of water, and within pistol-shot of the castle, mounting eleven long 36-pounders. Ten gun-boats, each mounting a long 24-pounder, with crews of sixty men, immediately put out from

the Havannah to the frigate's assistance, and formed ahead as best suited for her defence. At 10h. the Anson and Arethusa dropped their anchors; the first abreast of the Spanish gun-boats, and the Arethusa on the starboard quarter of the Anson, within pistol-shot of the Pomona. After a warm action, which lasted thirty-five minutes, the Spanish frigate struck her colours, and was taken possession of; and the gun-boats were all previously, sunk or driven on shore by the Anson's fire. The castle continued to fire upon the British ships, until an explosion in some part of the battery having taken place, the action ceased. The Anson had not a man hurt, but the Arethusa had two seamen killed; and Captain Brisbane, Lieutenant Henry Higman, Lieutenant of marines John Fennell, and twenty-nine seamen and marines, wounded. The Pomona, out of 347 men, had her captain and twenty men killed, and thirty men wounded. The prize was added to the British navy, under the name of Cuba. Although the bulk of her cargo had been landed, enough remained to render the Pomona a valuable prize. Lieutenants John Parish, of the Arethusa, and Thomas Ball Sulivan, of the Anson, were promoted to the rank of commander, the former in November, and the latter in February, 1807, by which time he had acquired still stronger claims to preferment. Swords, each valued at 100 guineas, were voted by the Patriotic Fund to Captains Brisbane and Lydiard; and the naval medal has been granted to the surviving participators.

On the 29th of August, the 20-gun ship Bacchante, Captain James R. Dacres, cruising off the Spanish Main, sent her boats under Lieutenant George Norton, with the gunner, John Howard, Master's Mates Henry Overend and Richard Birch, Lieutenant of marines John M. Pilcher, W. Leriche, purser, and Robert Burnett, carpenter, to attempt the destruction of some vessels in the harbour of Santa Martha. On the 30th, at 1h. A.M., the boats dashed at the vessels, exposed to a heavy fire from the batteries and some field-pieces on the beach; notwithstanding which, one armed brig and two armed feluccas were brought out without any loss to the British.

Batabano and Trinidad, two ports of Cuba, having become the resort of numerous privateers, Vice-Admiral Dacres, the commander-in-chief at Jamaica, despatched Commander

George Le Geyt, in the 18-gun ship-sloop Stork, having under his orders the 14-gun schooner Supérieure, Commander Edward Rushworth, 12-gun schooner Flying Fish, and the 4-gun schooner Pike, Lieutenants James G. Gooding and John Ottley, with orders to attempt the destruction of the marauders. On the 25th of August, this squadron sailed from Port Royal, and on the 30th arrived off the Isle of Pines, in which place a schooner was discovered at anchor. This vessel, which was a Spanish guarda-costa, of ten guns, was chased and captured by the Pike.

As it was found impracticable, from the shallowness of the water, for the Stork to proceed up the bight towards Batabano, then thirty leagues distant, Captain Rushworth was instructed to lighten the three schooners as much as possible, and proceed with them in the execution of the projected service. From the intricacy of the navigation, these vessels did not reach within twenty-two miles of Batabano till the 2nd of September, when they anchored for the night off Point Gonda. At midnight they again weighed, in the hope of getting into the harbour before dawn, but it was broad daylight before this could be effected. Captain Rushworth, taking with him eighteen men lent from the Stork, thirty-five from the Supérieure, and ten from the Flying Fish, then landed two miles to windward of the battery at Batabano, and leaving the men belonging to the Flying Fish in charge of the boats, proceeded with the remaining fifty-three men to attack the battery; but they were so impeded in their progress by the marshy and irregular ground, that a party of Spanish troops, lying in ambush, made an attack upon them. The Spaniards were, however, speedily routed by the advanced division of the British sailors, leaving two of their number dead and one wounded. The alarm had by this time spread in all directions, and the militia and men from the privateers had joined the regulars, when, finding his retreat thus cut off, Captain Rushworth pushed forward, and stormed and gained the fort. The battery mounted six long 18-pounders; and, having spiked these, the British party proceeded to take possession of the vessels in the harbour. These consisted of one felucca, pierced for fourteen guns, but having only one long 18-pounder mounted; a 12-gun schooner, and one French and three Spanish priva-

teers ; besides six with cargoes. Having taken entire possession of these, the whole party quitted the port, having only one man badly wounded. Captain Rushworth was assisted in his gallant undertaking by Lieutenants John Russell and James Murray, and Sub-Lieutenants George C. Blake and James Brasier.

On the 14th of September, as the French 74-gun ship Impétueux (one of the squadron of Rear-Admiral Willaumez, which had been dispersed in the preceding August by a hurricane) was endeavouring, under jury-masts, to enter the Chesapeake river, on the coast of North America, she was discovered by the 74-gun ship Belleisle, Captain William Hargood, who, with the 74-gun ship Bellona, Captain John Erskine Douglas, and frigate Melampus, Captain Stephen Poyntz, was cruising off Cape Henry. Finding escape impossible, the French ship ran on shore, where she was destroyed by the Melampus, her crew having first been removed.

In the month of September, a squadron, consisting of the following ships, was cruising before Rochefort :—

Guns.	Ships.		
74	Centaur	Commodore Sir Samuel Hood	
98	Windsor Castle	Captain Charles Boyles	
74	Achille	„	Richard King
	Monarch	„	Richard Lee
	Revenge	„	Sir John Gore
	Mars	„	William Lukin
16	Atalante	„	Joseph Ore Masefield

On the 25th, at 1h. A.M., as this squadron, upon the larboard tack, with the wind at north, was stretching in for Chasseron lighthouse, then distant about seven leagues, seven sail were observed to leeward, and, on discovering that the strangers were frigates, the signal was made for a general chase. The ships in view were a French squadron, under Commodore Soliel, from Rochefort, bound to the West Indies, consisting of the 40-gun frigates Gloire, Infatigable, Minerve, and Armide, and 36-gun frigate Thémis, with the brigs Lynx and Sylphe.

These ships, finding they were pursued, bore up under all sail, steering south-west. The Monarch, being the nearest ship to the enemy, at 4h. A.M., was nearly within gun-shot

of the sternmost French frigate, which was the Armide, and at this time the Centaur was eight miles astern of her. At 5h., the Monarch commenced firing her bow-chasers, which the Armide returned with her stern-chasers. At 6h., the Infatigable, being to windward of her companions, hauled up to the north-east, and was pursued by the Mars; while the Thémis and two brigs bore away to the southward, and, there being no ship at hand to intercept them, effected their escape. The Gloire, Armide, and Minerve kept in close order for mutual support, and at about 10h. A.M. the Monarch opened her starboard guns upon the two rearmost, between which ships a warm engagement ensued. In consequence, however, of the heavy swell which prevailed, the Monarch was prevented opening her lower-deck ports, and, after twenty minutes' close action, had suffered so severely in her rigging and sails as to be managed with difficulty. At 11h., the Centaur arriving up, discharged her larboard guns at the Gloire and Armide, and the latter struck to the Centaur at 11h. 45m. At about noon the Minerve, which ship, since the Centaur's arrival, the Monarch had engaged, struck her colours; and by this time the Mars had overtaken and captured the Infatigable. The Gloire seeing the fate of her companions, as a last resource hauled up and made sail to the westward, pursued by the Centaur. At 2h. 30m. P.M., the Mars having joined in the chase, opened her fire on the Gloire, which ship at 3h. surrendered after a very creditable defence. This determined resistance on the part of the enemy occasioned considerable damage to the Monarch and Centaur. The Centaur had a great part of her lower rigging shot away, and her masts and yards wounded in several places: her loss amounted to three men killed, her captain and three seamen wounded. While Sir Samuel Hood was standing with his right hand on the railing of the quarter-deck, a musket-ball struck him between the wrist and elbow, and passing through that part of the arm, again entered below the shoulder, where it lodged. The arm was so shattered, as to render amputation necessary. The Monarch had her main-topgallant-mast shot away, her masts and yards wounded, her sails a good deal cut, and her hull shot in several places. William Buddin, midshipman, and three seamen, were killed; and Lieutenant John Anderson, her

boatswain Peter Duffy, John Geary, midshipman, fifteen seamen, and seven marines, wounded. The Mars was hulled in several places, but her principal damages were in her sails and rigging.

The Gloire measured 1,153 tons, Minerve 1,101, Armide 1,109, and Infatigable 1,157 tons. All four ships were added to the British navy; the Minerve, under the name of Alceste, and the Infatigable under that of Immortalité; but the Gloire and Armide retained their French names.

On the 27th of September, the French 40-gun frigate Présidente, returning to France from the coast of America, having separated from the 74-gun ship Regulus, fell in with a British squadron, in lat. 47° 17′ north, long. 6° 52′ west, under Rear-Admiral Sir Thomas Louis, in the Canopus, by which she was immediately chased. At 6h. 45m., the 18-gun brig Dispatch, Commander Edward Hawkins, arrived up with, and commenced firing her bow-guns at the frigate, receiving in return the fire from the Présidente's stern-chasers, and a running fight was gallantly maintained by the Dispatch until 7h. 15m. P.M.; but being much damaged, she bore up and stood towards the British squadron, then about three miles distant. The Présidente being overtaken by the Canopus, surrendered without resistance. The Dispatch in her spirited encounter did not meet with any loss. The Présidente measured 1,148 tons, and, being an improved model, became a valuable acquisition to the British navy, to which she was added under the same name.

On the 2nd of October, while the 32-gun frigate Minerva, Captain George R. Collier, was anchored off Oro Island, near Porto Novo, on the coast of Spain, the cutter and barge of the frigate, commanded by Captain Collier in person, who was in the cutter, attended by Lieutenant Charles Menzies, of the marines, and Lieutenant P. P. James, and William Holt, midshipman, in the barge, proceeded in search of some Spanish gun-boats, supposed to be lying at Carril. After rowing seven hours, the cutter was hailed by a large gun-boat, accompanied by a smaller one, mounting a 4-pounder brass gun, both of which were instantly boarded, and carried without the loss of a man.

On the 9th of October, three boats of the 32-gun frigate Galatea, Captain George Sayer, under the orders of Lieu-

tenant Richard Gittings, with John Green, master's mate, and James Scanlan, boatswain, were sent to cut out some vessels at anchor in Barcelona. As the boats approached, a heavy fire was opened on them from the batteries, and also of musketry from the beach, to which the vessels were moored head and stern; three schooners were, however, boarded, and brought out without any loss.

On the 12th of October, the French 26-gun flûte Salamandre, laden with timber and stores for Brest, was attacked, driven on shore, and burnt in Erqui Bay, under some heavy batteries, by a small squadron, consisting of the 22-gun ship Constance, Captain Alexander S. Burrowes; gun-brigs Strenuous and Sheldrake, Lieutenants John Nugent and John Thicknesse, and hired armed cutter Britannia. Captain Burrowes was unfortunately killed by a grape-shot; and the cable of the Constance having been cut by the fire from a battery, that ship took the ground, and her crew were under the necessity of quitting her, leaving the wounded to the mercy of their enemies. Their loss amounted to eight men killed, besides their captain, and Lieutenant George Spencer Richards, Daniel M^cCrawley, boatswain, and fourteen seamen and marines of the Constance, wounded. The loss of the Sheldrake amounted to one man killed and two wounded; and of the Strenuous, to Robert Bond, midshipman, and four men, wounded. The officers named in the official letter were noticed by the Patriotic Fund Committee, and swords voted accordingly.

On the 18th of October, the 18-pounder 36-gun frigate Caroline, Captain Peter Rainier, having taken possession of the Dutch 14-gun brig Zeerop, Captain Groat, obtained intelligence concerning the Dutch 12-pounder 36-gun frigate Maria Riggersbergen, Captain Jager, which, with the 14-gun corvette William, brig Zee Ploeg, and Dutch Company's 18-gun ship Patriot, was lying at anchor in Batavia Roads. The Caroline, being prepared with springs on her cables, stood into the roads, and anchored within pistol-shot of the frigate, and after thirty minutes' action compelled her to surrender. The British frigate was occasionally engaged by the other three vessels,[1] and the action was fought in sight

[1] These, together with the 36-gun frigate Phœnix, and brig Aveu-

of thirty heavy gun-boats. This achievement was very gallantly executed, and with comparatively slight loss; which amounted to three men killed, Lieutenant of marines Zachary Williams (mortally), and seventeen men, wounded. The Caroline sustained very little damage in her masts, rigging, and hull. The Maria Riggersbergen had fifty killed and wounded. The prize was purchased into the British navy, and named the Java.[1] The Committee of the Patriotic Fund presented Captain Rainier[2] with a sword of 100 guineas' value.

On the 23rd of October, in the evening, while the 12-gun schooner Pitt (ten 18-pounder carronades and two long 6-pounders), commanded by Lieutenant Michael Fitton, was lying at anchor in the mole of Cape St. Nicolas, St. Domingo, two sail were seen from her masthead, over the narrow neck of land, the one apparently in chase of the other. The Pitt was immediately underway, and, it being a dead calm, sweeping out of the mole. At daybreak on the 24th, three schooners were discovered, the largest of which was a privateer of great force, and for this vessel the Pitt steered. The privateer hove to, and at 7h. A.M. commenced firing on the Pitt; but after half an hour's cannonading, bore up to the westward after the other schooners, which were her prizes. The privateer was one well known to Lieutenant Fitton, and which had been long the scourge of the West-India trade, being the 14-gun schooner Superbe (of twelve long 6 and two 8-pounders), commanded by Dominique Diron. The Pitt made every effort to close the Superbe, and the chase continued throughout the day and night, every man and officer labouring, during the frequent

turier, and a second armed ship, were taken or destroyed by a squadron of four sail of the line, under Rear-Admiral Sir Edward Pellew, on the 27th of November.

[1] This ship, commanded by Captain George Pigot, was unhappily lost with all hands in 1807, in company with the 74-gun ship Blenheim, Vice-Admiral Sir Thomas Troubridge: both are supposed to have foundered off the island of Roderigue in the East Indies.

[2] Owing to this action not having been properly reported to or recorded at the Admiralty, Captain Rainier lost the honour of being included among the knight commanders of the Bath in 1816, and probably for the same reason the naval medal has not been granted to the gallant men engaged in this service.

calms and light airs, at the sweeps, and using every effort to bring the enemy to action.

On the morning of the 25th the breeze freshened, and during the day, the Superbe having succeeded in seeing her prizes into Baracoa, again hove to, as if with the intention of engaging the Pitt. At 4h. P.M., the Pitt, having obtained a situation between the Superbe and Baracoa, in which harbour were several other privateers, recommenced the action, at tolerably close quarters; but, after half an hour's firing, the Superbe made sail towards Cape Maysi. A third night's laborious chase ensued, all hands constantly at the oars, except those employed knotting the rigging and righting the carronades, which, having been badly fitted, had upset.

On the morning of the 26th the Superbe, followed closely by the Pitt, rounded Cape Maysi; but desirous of getting into Occoa Bay, where Captain Diron knew there was a detachment of Spanish troops, the Superbe was obliged to haul up across the bows of the Pitt, in doing which she fired her starboard broadside, and immediately afterwards ran ashore amongst the rocks with her colours flying. The crew of the privateer then took to their boats, and quitted the vessel; which being observed, Lieutenant Fitton sent his boats manned and armed, and took possession of the Superbe. The end of a hawser was conveyed on board the prize, and the 14-gun brig Drake, Commander Robert Nicholas, having during the morning joined company, she was, after much exertion, hove off. Out of a complement of fifty-four men and boys, the Pitt had two men badly, and six slightly wounded. The Superbe's exact loss was not known, but four of her crew (originally ninety-four) were found dead in her hold, and three mortally wounded. The remainder, including the captain, escaped to the shore; their total loss was understood to have been fourteen, with a proportionate number of wounded, most of whom were conveyed on shore. Thus, after a tedious, but skilfully-conducted chase of sixty-seven hours' duration, was captured one of the most formidable French privateers infesting the West Indies. Her captain was a most experienced and daring freebooter, for few nations were respected by him; and for capture and pillage he could always find a sufficient

excuse. The amount of his depredations may be imagined, when it is stated that among the papers found on board the Superbe, was a list of captures, English, Spanish, and American, made by Dominique, to the value of £147,000 sterling.

Lieutenant Fitton, whose health was at the time much impaired by his unwearying exertions on the station, in endeavouring to put down French privateers (not one-tenth part of which have ever been recorded), was on this occasion so worn out by the long and anxious chase, that he was wholly unable to write the official letter relative to the capture. The task was therefore performed by Captain Nicholas, and Rear-Admiral Dacres, in forwarding the letter to the Admiralty, made the following strong, but well-merited comment upon the action: "The zeal and perseverance manifested on this occasion, during so long a chase (being upwards of fifty hours at their sweeps, with only two-thirds the number of men the privateer had), the very gallant conduct of, and superior professional abilities displayed by Mr. Fitton, will, I trust, recommend him to the protection of their lordships."[1]

On the night of the 21st of October, four boats of the

[1] M. Dominique afterwards equipped a brig, which he named La Revanche de la Superbe, and actually sent, by a Spanish licensed trader, an invitation to Lieutenant Fitton to meet him at an appointed place; but the latter had been superseded in the command of the Pitt by the *élève* of an admiral, not to be promoted to the rank of commander, but to be turned adrift as an unemployed lieutenant.*—*James.*

* A specific sum of money was allotted by the Admiralty for the purpose of purchasing a fast-sailing cruiser, the command of which vessel was to be intrusted to Lieutenant Fitton, and he was permitted to choose from amongst the different vessels on sale. The Pitt, a beautiful vessel, was the schooner selected; but the sum demanded for her exceeded that named by the Admiralty, and an inferior vessel must have been purchased, had not Lieutenant Fitton nobly made up the difference, £437, *from his own hard earnings!* The schooner was equipped, and the name of her commander was sufficient to draw the choicest seamen the station could boast. This accomplished, the Superbe, as we have seen, was destroyed by her; when all the proud hopes of the gallant lieutenant were blasted by the cruel wrong put upon him. This sum of money *was never reimbursed him*, and he is still (1851) a lieutenant! A sword value 50 guineas was presented to this officer by the committee of the Patriotic Fund, in compliment to his exertions on this occasion.

36-gun frigate Renommée, Captain Sir Thomas Livingstone, under the direction of Lieutenant Sir William Parker, entered the port of Colon, in the island of Majorca, exposed to a heavy fire from the tower of Falconara, and gallantly boarded and carried a Spanish tartan and two settees. The tartan, which mounted four guns, having got on shore, was set fire to and destroyed; but the settees, one of which mounted three guns, were brought out. In executing this service only one British seaman was wounded.

On the 1st of November, three boats of the 36-gun frigate Pique, Captain Charles B. H. Ross, under the orders of Lieutenant Christopher Bell, with Lieutenant of marines Edward Bayley, cut out of Cabaret Bay, Porto Rico, a Spanish brig, pierced for twelve guns; previously to which they destroyed a 3-gun battery, and spiked the ordnance belonging to it. This was effected without the loss of a man.

On the following day, Lieutenant Philip H. Baker, in the Pique's launch, drove on shore, upon the reef of Cape Roxo, a French felucca-rigged privateer, which mounted two carriage-guns and four swivels, with a crew of twenty-six men. The felucca was completely wrecked.

On the 20th of November, the 32-gun frigate Success, Captain John Ayscough, standing in for the land to the eastward of Cumberland Harbour, island of Cuba, observed a small felucca running under Hidden Point. Two boats were immediately despatched in pursuit, under command of Lieutenant William Duke, with Lieutenants Charles Spence and Dowell O'Reilly (acting), and William R. Hughes, master's mate. The crew of the felucca, numbering about fifty men, landed on the approach of the boats, and securing their vessel to the trees, posted themselves on a hill. Here the British attacked them; but the first volley from this eminence killed Lieutenant Duke, and, after a vain attempt to dislodge them, Lieutenant Spence retreated, after taking possession of the felucca. Lieutenant O'Reilly and seven seamen were wounded.

On the 20th of November, the barge of the 32-gun frigate Orpheus, Captain Thomas Briggs, in the Bay of Campeachy, under the direction of Lieutenant George Ballard Vine, gallantly boarded and carried, without any loss, the Spanish

schooner Dolores, mounting one long 9 and two 4-pounder guns and four swivels, with a crew of thirty-four men.

On the 13th of December, at 8h. A.M., the 16-gun brig Halcyon, Commander Henry Whitmarsh Pearce, being off Cape San Martin, on the coast of Spain, observed three sail standing towards her from the land, which were soon discovered to be a brig, a ship, and a xebeck; and, at the same time, five settees were seen from the masthead, steering towards them. At 10h. 30m. A.M., the three strangers having arrived within musket-shot of the Halcyon, hoisted Spanish colours, and commenced the action. The Halcyon being abreast the brig, tacked, and in a short time was in close action with her three opponents, which she continued to engage until about noon, when, it falling nearly calm, the brig and xebeck, by means of their sweeps, made off to the southward. The ship endeavoured to escape to the northward, but the Halcyon, being nearer this antagonist, swept after her, and in an hour, having got alongside, compelled her to surrender. The prize was the Spanish corvette Neptuno, mounting fourteen long 12-pounders, and manned with a crew of seventy-two men. The brig was the Virgine de Solidad, of fourteen guns and seventy-eight men; and the xebeck the Vives, of twelve guns and sixty-eight men. At the time the Neptuno surrendered, the settees were about four miles distant; but seeing the fate of the corvette, they returned towards the shore. The Halcyon, in her highly gallant action, suffered considerably in her masts and rigging, but had no one killed or wounded. A sword, value 100 guineas, was presented to Captain Pearse by the Patriotic Fund.

1807.

THE 38-gun frigates Arethusa and Latona, Captains Charles Brisbane and James Athol Wood, and 44-gun frigate Anson, Captain Charles Lydiard, sailed from Port Royal, Jamaica, on the 29th of November, 1806, with orders from Vice-Admiral Dacres to reconnoitre the island of Curaçoa. On the 22nd of December, the squadron reached the west end of Aruba Island, a dependency upon Curaçoa, and the three frigates having anchored here, and having been joined by the 38-gun frigate Fisgard, Captain William Bolton, Captain Brisbane resolved to attack the island, and made arrangements accordingly. Different duties were apportioned to each captain, officer, and man; and, the better to prevent confusion, the men of each ship's company were ordered to wear some known mark of distinction, so conspicuous as to be easily recognized. On the 28th, the four frigates weighed, Captain Brisbane having determined to make the attack on New Year's Day, the eve of which it is customary for the Dutch to pass in conviviality.

On the 1st of January, at 1h. A.M., the squadron arrived off the port, and having hoisted out the boats, bore up, the Arethusa leading, followed in close order by the Latona, Anson, and Fisgard. The entrance to the harbour of Curaçoa is about fifty fathoms wide, defended by strong fortifications, of which Fort Amsterdam, on the right hand, mounted sixty pieces of cannon in two tiers. Athwart the harbour, which nowhere exceeds a quarter of a mile in width, were the Dutch 36-gun frigate Halstaar, Captain Cornelius J. Evertz; 20-gun corvette Surinam, Captain Van-Nes; and two armed schooners. A chain of forts on Misselburg Height, and Fort République, situated on a high hill, within half gun-shot, commanded the whole harbour.

At daylight, the Arethusa, with a flag of truce at the fore, entered the port; but the Dutch forts and shipping, taking no notice of the flag, opened a smart but ineffective fire.

The wind veering to the northward, checked the further progress of the Arethusa ; but in a few minutes it again shifted to the north-east, enabling the three leading frigates to sail up the harbour, and which, after some little delay, anchored close to the forts and shipping ; but the Fisgard unfortunately took the ground on the west side, and remained fast. Captain Brisbane, the jib-boom of whose ship was over the wall of the town, then wrote the following summons on the capstan-head, which he despatched to the governor :—"The British squadron are here to protect, not to conquer you ; to preserve to you your lives, liberty, and property. If a shot is fired at any one ship of my squadron, after this summons, I shall immediately storm your batteries. You have five minutes to accede to this determination." As no notice was taken of this summons, the flag of truce was hauled down, and at 6h. 15m. A.M. the British squadron opened fire. After the third broadside, Captain Brisbane, heading his men, boarded and carried the Dutch frigate, and the Latona, warping alongside, took possession of her ; and at the same time Captain Lydiard, with a party of the Anson's men, boarded and secured the Surinam. Captains Brisbane and Lydiard then proceeded at 7h. 30m. to storm Fort Amsterdam, which was garrisoned by 270 regular troops. Some of the British broke open the sea-gate with crowbars, while others scaled the walls ; and in about ten minutes the fort was carried, and with equal facility two minor forts, the citadel, and the town.

The captains with part of the men then returned to their ships, and opened a fire on Fort République, while 300 seamen and marines departed to attack it in rear. At 10h. A.M. the British flag was hoisted on Fort République, and by noon the whole island of Curaçoa had capitulated. This daring enterprize was accomplished with no greater loss than two seamen killed and five wounded, belonging to the Arethusa : Latona, one killed and two wounded ; and seven wounded of the Anson's crew. Total, three killed and fourteen wounded. The only spar shot away was the spritsail-yard of the Arethusa. The Halstaar had her captain and two men killed and three badly wounded ; the Surinam, one killed, her captain and three wounded ; the schooner Flying Fish, one killed and one wounded. The loss on shore is

stated to have amounted to 200 in killed and wounded; but it was only the admirable plans of Captain Brisbane, and the vigour and ability of the attack, that prevented a loss of life infinitely greater. Captain Brisbane was knighted for this achievement, and all four captains received gold medals commemorative of the brilliant service performed. Lieutenants John Parish, of the Arethusa, and Thomas Ball Sulivan, of the Anson, both of whom assisted in storming Fort Amsterdam, were previously made commanders, and Lieutenants William Mather (Latona), Henry Higman (Anson), and Samuel Jeffery (Arethusa), were also promoted. The Committee of the Patriotic Fund voted a sword of 100 guineas' value to Captain Bolton, and vases of the same value to Captains Wood and Lydiard, and a vase, value 200 guineas, to Sir Charles Brisbane. The naval medal has been granted for this action.

On the night of the 2nd of January, the boats of the 32-gun frigate Ceberus, Captain William Selby, commanded by Lieutenants William Coote and Francis Bligh, gallantly boarded and cut out two vessels at anchor under a battery near the Pearl Rock, Martinique. The vessels, although protected by a large privateer and troops on shore, were brought off under a tremendous fire, by which Lieutenant Coote was desperately wounded in the head, and deprived of his eyesight, and George Sayer, midshipman, was also wounded. Two seamen were killed and eight wounded. The Patriotic Committee voted Lieutenants Coote and Bligh swords of £50 value, and the former was promoted, and a pension conferred upon him, afterwards increased to £400 a year. This is a naval medal boat action.

During the preceding year, Commodore Sir Home Popham quitted his station at the Cape of Good Hope, in order to attempt the capture of Buenos Ayres. The operations, in which a large number of troops were employed, were attended with varied success; but on the 5th of January, Sir Home Popham was superseded by Rear-Admiral Charles Stirling, and ordered to England, where he was tried by court-martial, and reprimanded for quitting his station. Rear-Admiral Stirling continued the siege of Buenos Ayres; and, on the 5th of February, a breach was effected in the walls of the town, which was stormed, and the place taken. The total

loss sustained by the British naval forces employed amounted to six seamen killed; Lieutenant George Stewart, Hon. Charles Irby, Henry Smith, and John Morrison, midshipmen, twenty-four seamen and marines wounded, and four missing. The loss of land forces amounted to 192 killed, 421 wounded, and eight missing.

On the 5th of January, the boats of the 38-gun frigate Impérieuse, Captain Lord Cochrane, under the orders of Lieutenant David Mapleton, with the Hon. William J. Napier and Houston Stewart, midshipmen, and Assistant-Surgeon George Gilbert, were sent to bring out of the basin of Arcasson, near Rochefort, whatever vessels might be found there. Lieutenant Mapleton and his party landed and attacked the battery of Fort Roquette, which mounted four 36-pounders, two field-pieces, and a 13-inch mortar, and having spiked the guns and burnt the carriages, laid the fort in ruins. Several vessels were taken and destroyed.

On the 21st of January, at daybreak, as the 32-gun frigate Galatea, Captain George Sayer, was cruising off Caraccas, on the Spanish Main, a sail, bearing south-east, was discovered from the masthead and chased—the stranger apparently making for Barcelona. At noon the frigate was nearly becalmed, and the chase, which was the French 16-gun brig Lynx, Lieutenant J. M. Fargenel, using her sweeps, and being favoured by a light breeze, was fast leaving the Galatea. At 2h. P.M. six boats, containing five officers, fifty seamen, and twenty marines, were despatched, under command of Lieutenant William Coombe, to endeavour to board the enemy. The following officers embarked:—Lieutenants Henry Walker and Robert Gibson, and John Green and Barry Sarsfield, master's mates. Finding that the boats gained very little on the brig, Lieutenant Coombe directed them to separate and make the best of their way, except that no boat was to pass the barge in which he himself was. At 6h. P.M., notwithstanding the long pull, the Lynx bore east-south-east, distant nearly four leagues, and fearing their labour might be entirely lost, Mr. Green, in the long gig, was directed to proceed ahead, and keep sight of the chase, hoisting a light when the night closed in.

At 8h. 30m. P.M. the boats had arrived within musket-shot of the Lynx, when they were formed in two lines, and

advanced to the attack ; one division on the larboard quarter, and the other on the starboard. Arriving within pistol-shot, Lieutenant Coombe hailed the brig, and receiving no answer, the British cheered and dashed on towards the enemy. The Lynx immediately opened a heavy fire of grape and musketry, which repulsed the assailants, and wounded, among others, Lieutenant Coombe, a musket-ball passing through the left thigh, the leg of which he had lost in a former action. A second attempt was made to board, which was also unsuccessful, but the boats in dropping astern fired a volley of musketry into the brig with great effect. A third attempt, as vigorous as the two former, was successful, and the Lynx, after much desperate fighting, became a prize. In this last attack Lieutenant Walker was killed, having previously received three severe wounds. The loss to the British altogether amounted to, besides Lieutenant Walker, five seamen and three marines killed ; and Lieutenant Coombe, Mr. Sarsfield, six seamen, and three marines severely, and Mr. Green, nine seamen, and one marine slightly wounded. Total : nine killed and twenty-two wounded. The Lynx, out of a crew of 161 men, had one lieutenant and thirteen men killed ; and her captain, first lieutenant (severely), four other officers, and fourteen seamen and soldiers wounded. Total : fourteen killed and twenty wounded. When the fatiguing row, in a burning sun, which prefaced this desperate action, is taken into consideration, too much praise cannot be bestowed upon the victors, whose bravery was extreme : their loss, however, is much to be deplored. The Lynx measured 337 tons, and was a fine vessel, only two years old. She was purchased into the British service, where she was named the Heureux, a Lynx being already in the navy ; the command of her very properly being conferred on Lieutenant Coombe, together with promotion to the rank of commander.[1]

[1] This brave officer, however, did not live to enjoy the reward due to his merit, he being killed fighting for his country in the year ensuing, as will be hereafter stated. A sword valued at 50 guineas, voted him by the Patriotic Fund, he never received ; but at the request of his widow it was presented to her, "to be kept in the family as a memorial of his services." Similar tokens of approbation were voted to Lieutenant Gibson and Messieurs Sarsfield and Green ; and a piece of plate was also

On the 27th of January, the 32-gun frigate Jason, Captain Thomas Cochrane, being off the coast of Guayana, recaptured, after a long chase, the late British sloop Favourite. A brig of fourteen guns was at the time in company with the Favourite, but escaped.

On the 26th of January, the 18-gun ship sloop Lark, Commander Robert Nicholas, captured off the Spanish Main two schooner guarda-costas, each commanded by a lieutenant. On the 1st of February, Captain Nicholas having observed a number of market-boats under convoy of a schooner and two gun-boats, anchored the Lark off the mouth of a creek, in Lishata Bay, in which the vessels sought refuge, and taking with him, in the boats and two prizes, nearly the whole of the ship's company, proceeded up the creek. The Spanish armed vessels rowed out to meet the British until the latter closed, when the Spaniards commenced a retreat. Captain Nicholas boarded the sternmost, which had grounded, and carried her after an obstinate resistance, Captain Nicholas, Richard Pound, purser, and five of his crew, being severely wounded in effecting it. The captured vessel was destroyed; but the pilots on board the British boats having mistaken the channel, were unable to execute anything further, and returned to the ship. The two schooner prizes having grounded, were set on fire and destroyed.

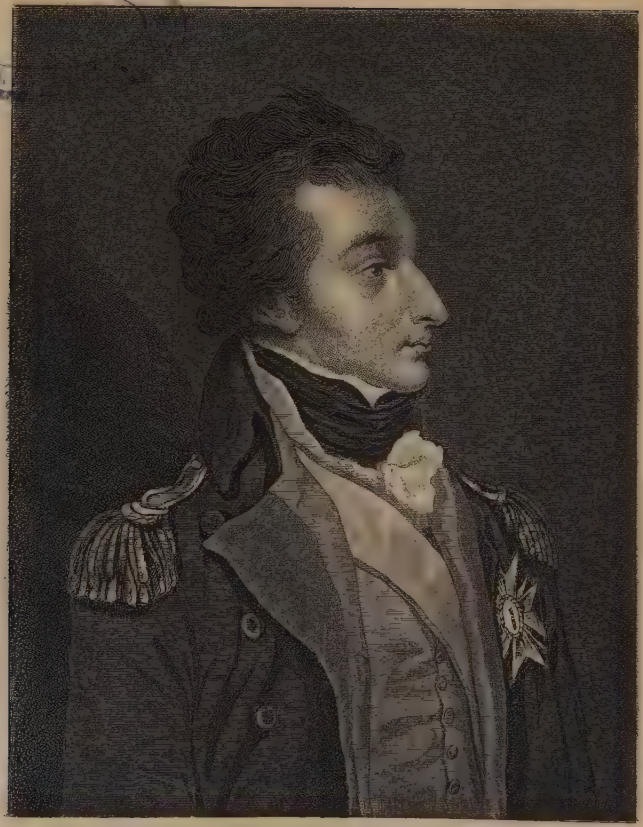
France having obtained a powerful influence in the councils of the Sublime Porte, and induced that monarch to take some steps inimical to the interests of Great Britain and other powers, a squadron was ordered to Constantinople, under command of Vice-Admiral Sir John Thomas Duckworth. On the 14th of February, the 74-gun ship Ajax (belonging to the squadron), Captain the Hon. Henry Blackwood, unfortunately took fire and blew up on the following day, and near 250 of her ship's company perished. Many were rescued through the intrepidity of Lieutenant Nesbit J. Willoughby, whose conduct was beyond all praise. On the 19th, the squadron, consisting of the following ships, in the order expressed, passed the Dardanelles, exposed to a heavy fire from the forts on each side.

voted to Lieutenant Walker, and presented to his nearest relative. This is a naval medal boat action.

Guns.	Ship.	
80	Canopus	Rear-Adm. Sir Thomas Louis (white) Captain Thomas G. Shortland
74	Repulse	„ Hon. Arthur Kaye Legge
100	Royal George ..	Vice-Adm. Sir J. T. Duckworth (white) Captain Richard Dalling Dunn
98	Windsor Castle	„ Charles Boyles
64	Standard	„ Thomas Harvey
Bomb	Meteor (in tow)	„ James Collins
80	Pompée	Rear-Admiral Sir W. Sidney Smith (blue) Captain Richard Dacres
74	Thunderer	„ John Talbot
Bomb	Lucifer (in tow)	„ Robert Elliot
40	Endymion	„ Hon. Thos. Bladen Capel
38	Active	„ Richard Hussey Moubray

The only return made to this heavy cannonading was by the mortar-vessels, which threw shells at the forts. The squadron passed the Dardanelles, with the loss of six men killed and fifty-one wounded.

A little above the Castle of Abydos, towards Point Pesquies, was a Turkish squadron, consisting of one 64-gun ship, four frigates, four corvettes, and four smaller vessels, which, having opened fire upon the British, was attacked by Sir Sidney Smith, with the Pompée, Thunderer, Standard, Endymion, and Active, while the vice-admiral with the remainder stood on for the anchorage three miles distant. Sir Sidney Smith with his squadron anchored within musket-shot of the Turkish ships, lying immediately under a redoubt on Point Pesquies, mounted with thirty-one heavy guns. At 10h. A.M. the British ships opened their fire, and in half an hour the 64-gun ship, bearing the rear-admiral's flag, ran on shore on the Asiatic side; and this example was in a short time followed by all the squadron, except one corvette and a gun-boat, which remained and were taken possession of. As the redoubt continued its fire upon the British ships, Sir Sidney next turned his fire in that direction, and as a few shells judiciously thrown dispersed the Asiatic troops, Lieutenant Mark Oates, with the Pompée's marines, landed and took possession of their standard. A division of the boats was despatched, commanded by Lieutenant William Fairbrother Carroll, accompanied by Lieutenant Walter Croker, and Lieutenants of marines David Holt and William Laurie, David Sinclair (master's mate), Thomas Smith, George Par-



Admiral Sir Sydney Smith, K.C.B.

kyns, Edmund Lyons, and Norfolk King, midshipmen, to destroy the redoubt, and these were presently assisted by Lieutenants of marines Edward Nicolls, William Fynmore, and L. F. Boileau.

The boats of the Thunderer and Standard, commanded by Lieutenants John Carter, John Waller, and Thomas Colby, also pulled on shore, and boarded and destroyed the three frigates; and Lieutenant of marines Edward Nicolls, of the Standard, who had been directed to board the 40-gun frigate, performed that service, after carrying away the flag of the Captain Pacha. The redoubt was quickly carried, and, setting fire to the gabions, and spiking the guns, eight of which were brass, to throw large marble balls, the boats returned to their ships. The anticipated explosion of the Turkish line-of-battle ship, which the Repulse, by signal from the commander-in-chief, was assisting to destroy, obliged the boats to return before completing the demolition of the redoubt.

The loss sustained by the British squadron under Sir Sidney Smith amounted to three seamen and one marine killed, and thirteen men wounded, belonging to the Thunderer; five seamen of the Pompée wounded; one officer and five seamen of the Standard, and one marine belonging to the Endymion, wounded: making a total of four killed and twenty-six wounded.

This service effected, Sir John Duckworth proceeded to within eight miles of Constantinople, and anchored off the Prince's Islands. Here British success terminated; for much valuable time was frittered away in useless menacing letters and proclamations, which proving of no avail in the absence of active proceedings, the squadron on the 1st of March began to retreat.

On the 3rd of March, the squadron having on the preceding night anchored off Point Pesquies, weighed at 7h. 30m. A.M., and at 8h. 15m. bore up with a fresh wind from north-east, and the ships proceeded through the strait in the same order as they went up; except that the Active was ahead of the Endymion, and that the latter, instead of the Standard, had the Meteor in tow. On approaching the Castle of Abydos, Sir John Duckworth ordered the Royal George to salute (!) the batteries, not with cannon shot, but blank cartridge; probably thinking in this way to pro-

pitiate the Turks, who with lighted matches were ready to open fire on the ships as they passed. This waste of powder was responded to by marble shot and iron shells, which the British ships returned. The defences of the Dardanelles had been considerably improved since the squadron had passed up, and consequently the ships did not escape with equal impunity. The Canopus had her wheel shot away, and her hull much damaged; but escaped with the loss of only three seamen wounded. The Repulse was struck by a stone-shot from the Asiatic side, which entered under the poop-deck, killing ten and wounding one lieutenant of marines and nine men. This shot also badly wounded the mizenmast, broke and carried away the wheel, and caused much other damage. The Royal George sustained some damage to her rigging, and a large stone-shot stuck fast in her cut-water; her loss amounted to three men killed and twenty-seven wounded. The Windsor Castle received a stone-shot weighing 800 lbs., which cut her mainmast three parts through, killed three, and wounded thirteen men. The Standard was struck by a shot from the Castle of Sestos, weighing 770 lbs. and of the extraordinary size of twenty-six inches in diameter, which, entering the lower deck, killed four men, and caused an explosion of the cartridge-boxes, which badly wounded one lieutenant, forty seamen, and six marines. An alarm of fire caused four other men to leap overboard, which made her total loss eight killed or drowned and forty-six wounded. The Pompée escaped untouched; but the Thunderer was much damaged, and had two seamen killed, and one lieutenant, one midshipman, ten seamen, and two marines wounded. A stone-shot of 800 lbs. weight struck the Active, and passing through her side lodged on the orlop-deck. Captain Moubray, on looking over the side, observed two of his crew at the same moment thrusting their heads through the hole made by it! The Active had eight men wounded; the Endymion, three men killed and nine wounded; and the Meteor, eight wounded. Total: twenty-nine killed and 138 wounded. The total loss incurred in this expedition amounted to forty-six killed and 235 wounded.

The names of the officers killed and wounded were as follow:—Canopus: Captain of marines R. Kent killed;

Midshipmen John Nichols and George Wray wounded. Repulse: Lieutenant of marines Thomas Marshall, and Master's mate Joseph Magui, wounded. Royal George: Lieutenant G. L. Belli killed; Lieutenants John Forbes and Nesbit J. Willoughby, Midshipmen George Holbrook, John Furneaux, — Dalrymple, John Alexander, John Wood Rouse, and Charles Cotesworth, wounded. Windsor Castle: William Jones, master's mate, wounded. Standard: Lieutenant Daniel Harrington, Lieutenant of marines William Tynmore, Master's mates John Haines and William Smith, Midshipman Charles H. Jay, Boatswain William Shoobridge, wounded. Thunderer: Lieutenants John Waller and Thomas Colby, and Midshipman J. Moore, wounded. Active: Boatswain Mark Palmer wounded. Endymion: Lieutenant John Langdon wounded. Meteor: Lieutenant of marine artillery Charles E. Balchild wounded.

The attack upon Constantinople was succeeded by an expedition to Egypt; and Alexandria was taken possession of on the 22nd of March by a squadron consisting of the 74-gun ship Tigre, Captain Benjamin Hallowell; 38-gun frigate Apollo, Captain Edward Fellowes; and 16-gun brig Wizard, Commander Edmund Palmer; which convoyed a fleet of transports, having on board 5,000 troops under Major-General Frazer. In the harbour of Alexandria were found two Turkish frigates and one corvette, one mounting forty guns, the second thirty-four, and the corvette sixteen guns, all of brass. Lieutenant James Boxer, of the navy, who landed with the troops, distinguished himself on this occasion.

On the 4th of February, the 20-gun ship Bacchante, and 18-pounder 32-gun frigate Mediator, Captains James Richard Dacres and William Furlong Wise, were cruising off Cape Rafael, San Domingo, and having captured the French national schooner Dauphin, it was determined by Captain Dacres to take advantage of this capture, in order to attack the adjacent fort of Samana, a well-known resort for privateers. The three vessels accordingly proceeded on this service, the Bacchante and schooner under French colours, and the Mediator disguised as a neutral, which disguise the latter was the better able to support, the ship having formerly been an Indiaman. The three vessels, piloted by

their masters, stood through the intricate channel, and anchored within half a mile of Samana, before they were suspected, when the fort opened fire, which was returned by the British ships. After a cannonade of four hours, Captain Wise, with Lieutenants Henry L. Baker, Charles Shaw, and John Norton, proceeded with the boats of the two ships, and stormed and carried the fort. Thomas H. McKenzie, master's mate, and two seamen of the Bacchante, were wounded, and two seamen killed and fourteen wounded on board the Mediator. In the harbour were found an American ship and an English schooner, and two privateers fitting out. Swords of 100 guineas' value were presented by the Patriotic Fund to Captains Dacres and Wise.

On the 1st of March, intelligence having reached the 50-gun ship Glatton, Captain Thomas Seccombe (which with the 14-gun brig Hirondelle, Lieutenant George A. E. Skinner, was lying off Tenedos), that a Turkish ship was at anchor in the port of Sigri, Captain Seccombe despatched the boats of the ship, under Lieutenants Edward Watson and Charles A. Trusson, and Lieutenant of marines George A. E. Sandwith, to cut her out. This service was accomplished after much hard fighting, and with the loss of Lieutenant Watson and four men killed and nine wounded. The prize had formerly been a French 18-gun corvette, and at this time mounted ten guns.

On the 15th of March, while the 22-gun ship Comus, Captain Conway Shipley, was cruising off the island of Grand Canaria, her boats were despatched, under the command of Lieutenants George E. Watts and Hood Knight, and Lieutenant of marines George A. Campbell, to cut some vessels out of Puerta de Haz. Six merchant vessels were boarded and brought out, although protected by three batteries, which opened a heavy cross-fire on the British boats. Lieutenant Campbell was wounded.

On the 8th of May, still cruising off the Canary Islands, information was received on board the Comus, from a captured vessel, that a large armed vessel was at anchor under the batteries of Grand Canaria. Captain Shipley immediately determined on endeavouring to effect her capture, if possible by surprise, and accordingly made such sail for the island as to reach that part where the vessel

was supposed to be lying just before dark. This accomplished, the boats were sent away; but, after a long search, returned without having found the enemy of which they were in search. At daybreak the vessel was discovered moored close under the principal fort, and although no chance now remained of taking the Spaniards by surprise, the determination to cut her out was unchanged. The Comus therefore stood as close in to the shore as she could, and the boats, under the command of Lieutenants Watts and Knight, and Jeaffreson Miles, master's mate, were despatched on this service. The vessel was a felucca, which displayed a large Spanish ensign, and was fully prepared for the attack. Lieutenant Watts, in the cutter, was the first to close, and boarded her, exposed to a fire of musketry from between thirty and forty soldiers, sent to assist in the felucca's defence, and in a short time cleared her deck. The other boats now arriving up, the British gained entire possession of the vessel, and her cables having been cut, they attempted to take her in tow, as the Spaniards had used the precaution of carrying her rudder and sails on shore. At this time a hawser, which had been secured under water to the vessel's sternpost, was manned in the fort, by which the felucca was dragged close under the muzzles of their guns, before the British sailors could succeed in cutting it. The rope being at length cut, the vessel was towed clear of the fire of the batteries. This dashing exploit was performed with the loss of one marine killed, and Lieutenant Watts severely, one marine dangerously, and two seamen and one marine badly wounded. The prize was the Spanish packet San Pedro, from Cadiz, bound to Buenos Ayres, with a cargo of bale-goods. Of the Spanish troops, twenty-one were made prisoners, eighteen of whom were wounded; and the remainder, with the exception of a few who swam to the shore, were killed, as were also her captain and some of her crew. Lieutenant Watts was most deservedly promoted shortly afterwards for this gallant affair, in which he was most ably supported by each officer, seaman, and marine of the party. A sword of fifty guineas' value was presented to Lieutenant Watts by the Committee of the Patriotic Fund.

Several men having deserted from the squadron block-

ading two French 74-gun ships in the Chesapeake, and intelligence having been obtained that these men had entered on board the 36-gun frigate Chesapeake, the 50-gun ship Leopard, Captain Salusbury Pryce Humphreys, was despatched by Vice-Admiral Berkeley from Halifax, with orders to search the Chesapeake frigate for deserters from the "Belleisle, Bellona, Triumph, Chichester, Halifax, and Zenobia cutter."

On the 21st of March, the Leopard anchored in Lynnhaven Bay, in company with the Bellona and Melampus. On the 22nd, the Leopard weighed, and at 6h. A.M. reanchored three miles to the northward of Cape Henry lighthouse, in company with the Triumph. At 7h. 15m., the Chesapeake put to sea from Hampton Roads, and at 9h. passed the Bellona and Melampus, whereupon the Bellona directed the Leopard by signal to weigh, and reconnoitre her. The Leopard, at 3h. P.M., being four or five leagues from Cape Henry, bore down to speak the Chesapeake, then about two miles distant. At 3h. 30m., Captain Humphreys hailed, and said he had "despatches from the British commander-in-chief." The answer was, "Send them on board, I shall heave to." Both ships hove to, and Lieutenant John Meade went on board with the order from Vice-Admiral Berkeley, and at the same time carrying a message from Captain Humphreys to Commodore Barron, expressing his hope that every point might be amicably adjusted. At 4h. 15m. the boat was recalled, and Lieutenant Meade brought a reply from Commodore Barron, stating that he knew of no such men as were described in the order, and that the recruiting parties at Boston were particularly directed not to enter any deserters from his Britannic majesty's ships. The commodore further stated that his instructions were not to permit the ship's company to be mustered by any but their own officers, and that his desire was to preserve harmony. The Leopard then edged down towards the American frigate, and Captain Humphreys said, "Commodore Barron, you must be aware of the necessity I am under of complying with the orders of my commander-in-chief." These words were twice repeated, to which the only reply returned was, "I do not understand what you say;" which words were distinctly heard on board the

Leopard, although to windward. The Leopard then fired a shot across the bows of the Chesapeake, which was followed by a second; and as nothing but evasive answers were returned to the repeated hails of Captain Humphreys, the Leopard fired her broadside. Commodore Barron then hailed, that he would send a boat on board; but, as the frigate was evidently making preparations for action, the Leopard continued her fire. A few straggling shots were discharged from the guns of the Chesapeake; but at 4h. 15m., on the Leopard's firing her third broadside, the American colours were hauled down, and Lieutenant Smith, of the Chesapeake, came on board the Leopard with a message from Commodore Barron, to the effect that he considered the American frigate to be the prize of the Leopard. At 5h. P.M., Lieutenants Gordon Thomas Falcon, George Martin Guise, and John Meade, with a party of men, proceeded on board the Chesapeake, and mustered her ship's company, when about twelve were recognized as deserters; but four only, three belonging to the Melampus, and one to the Halifax, were brought away. The Leopard then made sail for Lynn-haven Bay, and the Chesapeake returned to Hampton Roads. The Leopard had no one hurt; but the Chesapeake, besides being greatly damaged, had three seamen killed, and the commodore and seventeen men wounded. The spirited conduct of Vice-Admiral Berkeley and of Captain Humphreys was, however, disavowed by the British government; the British right of search was given up, and Vice-Admiral Berkeley recalled from the North American command.

On the 14th of May, the 38-gun frigate Spartan, Captain Jahleel Brenton, met with a severe loss off Nice. The frigate had been all day chasing a polacre ship, and at sunset both were becalmed, at the distance of about five miles from each other: the vessel appeared to be an unarmed merchant ship. The boats of the Spartan, with the two senior lieutenants (Benjamin Weir and Woodford Williams), and seventy of the best men, pulled alongside, in two divisions, and attempted to board her on the bow and quarter; but the vessel was defended by a numerous and equally gallant crew, assisted by boarding-nettings and every other means of resistance. The first discharge from their

great guns and musketry laid sixty-three of our brave fellows low—the first and second lieutenants and twenty-six men being killed or mortally wounded ; seven only remained unhurt. The few remaining hands conducted the boats back to the ship.[1]

A few days afterwards the Spartan was chased by a French squadron, consisting of the 74-gun ship Annibal (late British Hannibal, captured in Algesiras Bay), 30-gun frigates Pomone and Incorruptible, and brig Victorieuse. The Spartan was proceeding from Palermo towards Toulon, when, observing the above ships, Captain Brenton determined on watching their motions during the night ; but being perceived, the enemy gave chase to the Spartan. By daylight on the succeeding morning, the strangers were within three miles of the Spartan ; but a light breeze springing up, the Spartan ran close down the east side of Cabrera, pursued by the Annibal. The frigates and brig, hoping to intercept the Spartan, made sail round the west side of the island ; and in this the headmost, possessing a fine strong breeze and finding the Spartan becalmed, was nearly successful. Having arrived within gun-shot, she opened fire upon the Spartan ; but in a few minutes, having lost the breeze, and being surrounded by her own smoke,

[1] The narrow escape of one of the men is very remarkable. James Bodie, the coxswain of the barge, was missing. The deceased men were all laid out on the main deck : the wife of Bodie, an interesting young woman, who was on board, flew with a lantern from one to the other in search of her husband, but in vain : all the survivors declared that he had undoubtedly perished ; that they saw him wounded and fall between the ship and the boat. The poor woman became delirious, got into the barge, which was by this time replaced on the booms, and, taking the station recently occupied by her husband, could with difficulty be removed from it. A few days, with the soothing kindness of the officers and crew, produced a calm but settled grief. At Malta a subscription of eighty guineas was made for her, and she was sent to her parents in Ireland. Some weeks elapsed, when the Spartan spoke a neutral vessel from Nice, and learnt that a polacre had arrived there, after a severe action with the boats of a frigate, which she had beaten off, and that when the boats had left her a wounded Englishman was discovered, holding on by the rudder-chains, who was instantly taken on board, and, his wounds being cured, had been sent prisoner to Verdun. Captain Brenton, concluding that this was his late coxswain, wrote to his friends at the depôt, and ascertained that the man thus rescued was James Bodie, who remained a prisoner four years.—*Brenton.*

was unable to make further progress. Captain Brenton, on the contrary, would not allow a gun to be fired, and being consequently left in possession of the light air of wind, crept away from her adversaries and escaped.

On the 12th of April, the hired armed ships Sally, Falcon, and Charles,—Commanders Edward Chetham, George Sanders, and Robert Clephane,—were cruising off Dantzic Bay, with a view to intercept any vessels endeavouring to convey provisions to the French troops besieging Dantzic. On the 17th, observing that the French had encamped on the western bank of the Vistula, thus cutting off his communication with the Prussian garrison, Captain Chetham lightened his ship by sending her stores on board the Falcon, and then pushed the Sally through the shoal water, at the mouth of the Vistula, in order to attack the enemy's position. At 6h. 30m. P.M., the Sally, whose force amounted to sixteen guns, commenced a close action with the French troops, consisting of 2,000 men, assisted by three field-pieces and a battery at Legau. The mutual firing continued until 9h. P.M., when, several of the breechings of her larboard guns having broken, the Sally attempted to bring her starboard broadside to bear on the enemy; but in this she was prevented by the strength of the current. The Sally then made sail down the stream and ceased firing. Lieutenant James Edward Eastman, and a great part of her crew, were wounded by the incessant fire of musketry to which the Sally had been exposed, more than 1,000 balls having lodged in her hull.

On the 19th of April, the gun-brig Richmond, Lieutenant Samuel S. Heming, working alongshore, near Cape Mondego, coast of Portugal, discovered a lugger, with Spanish colours flying, in a bay six leagues to the northward of Peniche. In the evening Sub-Lieutenant George Bush boarded and carried her in the face of a heavy fire, which wounded three men. The lugger, which mounted four 4-pounders, had on board a crew of thirty-six men, all of whom except twelve escaped to the shore. The above is a naval medal boat action.

On the 24th of April, the 18-gun sloop Dauntless, Commander Christopher Strachey, made a gallant attempt to assist the Prussian garrison of Dantzic with 600 barrels of

gunpowder. Having a favourable wind, the Dauntless ran up the river, with studding-sails set, firing on the enemy as she passed; but a sudden shift of wind heading her, she grounded within half musket-shot of the French batteries, and surrendered.

On the 5th of June, the 38-gun frigate Pomone, Captain Robert Barrie, cruising off the Pertuis Breton, chased a French convoy, which was under the protection of three armed brigs, and drove several ships belonging to it on shore. Notwithstanding a heavy fire from the shore, a transport and brig were brought out by Lieutenant John Jones, without any loss, although the grape-shot from one of the gun-brigs passed through and through his boat. Fourteen vessels of this convoy were captured on the same day, near St. Gilles, by the Pomone's boats, under Lieutenant James Wallace Gabriel.

On the 6th of June, Lieutenant Hall was despatched from the 14-gun brig Port d'Espagne, Lieutenant James P. Stewart, cruising in the Gulf of Paria, in a prize schooner, disguised as a neutral, to attack a Spanish privateer. Lieutenant Hall, after receiving a fire of musketry, laid the privateer on board and carried her. The prize was the Mercedes, mounting two guns and two swivels, with a crew of thirty men; three of whom were killed and one drowned. Two men belonging to the British boats were drowned.

On the 19th of July, in consequence of the treaty of Tilsit, a demand was made by Great Britain for the surrender of the Danish fleet, which was required to be delivered up and to be carried to England, under a solemn promise of its restoration at the conclusion of a general peace. On the 26th of July, Admiral James Gambier sailed from Yarmouth Roads with the following seventeen sail of the line, twenty-one frigates, sloops, bombs, &c.

Guns.	Ships.	
98	Prince of Wales ..	Adm. James Gambier (blue) Captain Sir Home Popham ,, Adam McKenzie
80	Pompée	Vice-Adm. Hon. H. E. Stanhope (blue) Captain Richard Dacres
74	Centaur	Commodore Sir Samuel Hood Captain William H. Webley

Guns.	Ships.		
74	Ganges	Commodore Richard G. Keats, Captain Peter Halket	
	Spencer	,,	Hon. Robert Stopford
	Vanguard	,,	Alexander Frazer
	Maida	,,	Samuel Hood Linzee
	Brunswick	,,	Thomas Graves
	Resolution	,,	George Burlton
	Hercule	,,	Hon. John Colville
	Orion	,,	Sir Arch. C. Dickson
	Alfred	,,	John Bligh
	Goliath	,,	Peter Puget
	Captain	,,	Isaac Woolley
64	Ruby	,,	John Draper
	Dictator	,,	Donald Campbell
	Nassau	,,	Robert Campbell

After an interview between the Crown Prince of Denmark and Mr. Jackson, the British plenipotentiary, the former having given a decided refusal to submit to the propositions of the British government, measures were resorted to to obtain possession of the Danish fleet by force. By this time the 64-gun ship Agamemnon, Captain Jonas Rose, had arrived with the transports and frigates, and the force before Copenhagen consisted of twenty-five sail of the line, forty frigates, and troops, principally German, under the command of General Lord Cathcart, to the number of 27,000.

On the 14th of August, his Danish majesty quitted the capital for Colding, in Jutland, intrusting the defence of the city to Major-General Peiman. The population in the city and suburbs of Copenhagen was estimated at 100,000 souls, and the military and naval force, including militia, amounted to about 12,000 men. The main body of the Danish army, about 30,000, was encamped in Holstein.

The defences of Copenhagen consisted of the Trekronen battery, built on piles, about 2,000 yards from the mouth of the harbour (or river, which runs through the centre of the town), mounting sixty-eight guns besides mortars; the citadel, mounting twenty guns and four mortars; and the arsenal battery, mounting fifty guns and twelve mortars. Total: 174 guns (for the most part long 36 and 24-pounders) and twenty-five mortars. In front of the harbour were moored the block-ship Mars, of sixty-four guns; four prames, each mounting twenty long 24-pounders; two floating bat

teries; and twenty-five or thirty gun-boats, each mounting two heavy long guns. In the arsenal, afloat, were sixteen sail of the line and twenty-one frigates, but which, for the most part, were in an unserviceable state, and three 74-gun ships, which were on the stocks. Two other ships of the line were in ports of Norway.

On the night of the 12th, the 32-gun frigate Frederickscoarn, which was lying at Elsineur, slipped her cable, and steered for Norway; upon which Admiral Gambier directed Captain Ekins, in the 74-gun ship Defence, with the 22-gun ship Comus, Captain Edmund Heywood, to pursue the Danish frigate. The Comus being ordered by Captain Ekins to make sail in advance, at 6h. 30m. A.M. on the 14th, discovered the Danish frigate nearly ahead. At noon, the Frederickscoarn was five miles distant from the Comus, and the Defence seven miles astern of the latter. At 6h. P.M., a light easterly breeze springing up, the Comus gained considerably on the chase, and about midnight had arrived within hail, when Captain Heywood, hailing the Danish frigate, requested her captain to heave the ship to. This being refused, a musket was fired from the Comus, which was returned by a shot from the stern-guns of the Frederickscoarn. The Comus then bore up, and, passing under the stern of the Danish frigate, fired a broadside within pistol-shot distance. The action became warm on both sides, and continued forty-five minutes, when the Frederickscoarn, from the disabled state of her rigging, fell on board the Comus. She was immediately boarded, and, after a slight resistance, carried. The boarders were headed by Lieutenants George Edward Watts and Hood Knight. The Comus sustained very little damage, and only one of her crew was wounded. The Frederickscoarn suffered considerably in rigging, masts, and yards, and had twelve men killed and twenty wounded. The Comus mounted twenty-two long 9-pounders on the main-deck, and eight 24-pounder carronades, and two long nines on the quarter-deck and fore-castle, with a crew of 145 men. The Frederickscoarn was armed with thirty-two long 12 and 6-pounders, and six 12-pounder carronades, so that had these two ships met under different circumstances, the advantage would have been greatly on the side of the Danish frigate; and, as it

was, the result redounded much to the credit of Captain Heywood, his officers and crew.

Much time was necessarily consumed by the land forces in constructing batteries, during which the small vessels of the British fleet rendered important services in checking the annoyances of the Danes. On the 23rd of August, while thus employed, the in-shore squadron, consisting of 18-gun sloops Hebe, Cruiser, and Mutine—Commanders Edward Ellicott, Pringle Stoddart, and Hugh Steuart—four mortar-vessels, and eight gun-brigs, were warmly attacked by the batteries, prames, and gun-boats, and the British vessels, armed principally with carronades, being unable to make an adequate return, retired out of gun-shot. In this attack Lieutenant John Woodford, commanding the Cruiser, and three seamen were killed, and Lieutenant John Williams, of the Fearless, seven seamen, and five marines, wounded.

On the 31st of August, the advanced squadron was again exposed to an attack from the batteries, prames, and gun-boats, in the course of which an armed transport was blown up, by which catastrophe her master (James Moyase) and nine seamen were killed, and Lieutenant Henry N. Rowe, Master's mate P. Tomlinson, and nineteen seamen were wounded. At length, on the 2nd of September, the preparations being completed, and the terms proposed again refused, the British batteries opened fire upon the town and forts of Copenhagen, into which the mortar-vessels threw shells. The bombardment continued with little intermission till the evening of the 5th, when Major-General Peiman sent out a flag of truce. Major-General Sir Arthur Wellesley, Captain Sir Home Popham, and Lieutenant-Colonel Sir George Murray, were appointed to settle the terms of capitulation, having for its basis the surrender of the Danish fleet. On the 6th, the articles of capitulation were drawn up, and on the morning of the 7th signed and ratified by the respective parties. By this arrangement the British were to be put in possession of the citadel and of the ships of war and their stores; but within six weeks from the date of the capitulation, the citadel was to be restored, and the island of Zealand evacuated by the British; in the mean time all hostilities were to cease, and all property and prisoners taken on either side to be given up.

The loss of the British from the commencement of hostilities amounted to four officers, one sergeant, and thirty-seven rank-and-file killed; six officers, one sergeant, 138 rank-and-file wounded; one sergeant and twenty-three rank-and-file missing; making, with the casualties of the navy, a loss of fifty-six killed, 175 wounded, and twenty-five missing.

The Danes, in the different skirmishes outside the city, lost about 250 in killed and wounded, and above 1,500 within the fortifications, consisting of men, women, and children, which latter it was in the Danish general's power to have averted, had he made use of the numerous opportunities afforded for removing them. One church and above 300 houses were destroyed. The arrangements in the arsenal in respect to the ships' stores were so good, that in the space of nine days fourteen sail of the line were equipped and towed from the harbour into the road, notwithstanding that several ships underwent considerable repairs in that time.

It was reported that the Crown Prince, while at Kiel, sent an order to Major-General Peiman to burn the fleet in the event of his being compelled to surrender the town; but that the messenger was intercepted by some British patrols, who destroyed the despatches.

At the end of six weeks, the three remaining ships of the line, together with the frigates and sloops, were removed to the road, and the arsenal cleared of its naval stores. Of the three ships on the stocks, two were taken to pieces, and the most useful of the timbers brought off; but the third, being nearly planked up, was destroyed. The block-ships, being unfit to make the voyage to England, were burnt. The following is a list of the Danish fleet brought away from Copenhagen by the British armament:—

Guns.	Ships.
80	Christian VII.
	Waldemar
	Neptunos
74	Dannemark
	Norge
	Arve-Prindts
	Justitia
	Kron-Prindts
	Kron-Princesse
	Odin
74	Princesse-Sophia-Frederica
	Skiold
	Tre-Kronen
	Princesse-Carolina
	Fyren
64	Syeren
	Dittsmarchen
38	Perlen
	Rota

Six frigates of thirty-six guns, two 20-gun ships, eleven corvettes and brigs, one schooner, and twenty-five gun-boats.

On the 21st of October, the fleet sailed from Copenhagen in three divisions. In going down the Sound, the 80-gun ship Neptunos grounded on a sand-bank, near the Island of Huen, and although every exertion was used, the ship could not be got off, and was destroyed. On entering the Cattegat, the weather became stormy, and all but three of the Danish gun-boats were destroyed. At the end of the month the fleet and the remainder of the prizes arrived in Yarmouth Roads and the Downs. Only four of the line-of-battle ships taken from the Danes—Christian VII., Dannemark, Norge, and Princesse Carolina—were, on being surveyed, found fit for active service; and the most valuable part of the seizure at Copenhagen consisted in the naval stores. Exclusive of the stores shipped on board the fleet and prizes, ninety-two transports, measuring upwards of 20,000 tons, were deeply laden with them. The thanks of Parliament were voted to the army and navy employed in this successful expedition. Admiral Gambier was raised to the peerage; Lord Cathcart made an English peer; Vice-Admiral Stanhope, Lieutenant-General Burrard, and Major-General Bloomfield, created baronets; and Captain George Ralph Collier, of the Surveillante frigate, the bearer of the despatches, knighted.

A declaration of war on the part of Denmark was immediately followed by an order from the English government to make reprisals on the Danes, and the 74-gun ship Vanguard and a few frigates were left cruising in the Belt.

On the 6th of August, late in the evening, the 38-gun frigate Hydra, Captain George Mundy, cruising off Catalonia, chased into the harbour of Begur, an armed polacre ship and two brigs. On the following morning, these vessels were discovered lying under protection of a tower and a battery. A little before 1h. P.M., the Hydra anchored, with springs on her cables, at the entrance of the harbour, and opened a fire on the battery, which was returned. After an hour's firing, a division of boats, with fifty seamen and marines, commanded by Lieutenant Edward O'Brien Drury, with Lieutenants of marines John Hayes and Edward Pengelly, John Finlayson, midshipman, and Robert Hendrick Goddard, captain's clerk, left the Hydra, and attacked the fort in a very gallant manner, under a heavy discharge of grape and musketry from the vessels, as well as from the

shore. The enemy spiked the guns and quitted the battery as the British entered it on the opposite side. Leaving Lieutenant Hayes with the greater part of the marines to occupy the heights which commanded the decks of the vessels, Lieutenant Drury with the remainder advanced towards the town, which in a short time was cleared. The crews of the French vessels then made for the shore, and formed in groups among the rocks and bushes, from whence they annoyed the seamen, as the latter, having first taken possession of the boats on the beach, boarded the polacres. At 3h. 30m., Lieutenant Drury having gained entire possession of the vessels, carried out hawsers to the rocks, and commenced warping out against a strong breeze, exposed to a galling fire of musketry. Lieutenant James Little, with the remainder of the Hydra's boats, arriving to the assistance of their shipmates, the prizes rounded the point of the harbour at 4h. P.M., and the marines were re-embarked. The captured vessels were the ship Eugene, of sixteen guns and 130 men; and brigs Caroline, twelve guns and forty men, and Rosario, of four guns and forty men. One seaman was killed and two wounded on board the Hydra, and Mr. Goddard and three men of the party on shore wounded. The Hydra sustained some damages in her masts and rigging. The Patriotic Fund Committee noticed all the officers officially mentioned as having been engaged in the above gallantly-conducted enterprize. The naval medal is granted for this action.

On the 18th of August, the boats of the 20-gun ship Confiance, Captain James Lucas Yeo, under the orders of Lieutenant William Hovenden Walker, with Massey H. Herbert and George Forder, midshipmen, attacked a lugger privateer, mounting one long 12-pounder, and two 4-pounders, with a crew of thirty men, moored under the protection of two forts at Guardia, on the coast of Portugal. The vessel was boarded and carried in the face of a heavy fire from the batteries, without any loss on the British side. One Spaniard was killed and several wounded; the remainder jumped overboard, and swam to the shore.

On the 24th of August, the 18-gun sloop Weazel, Commander John Clavell, being off Corfu, chased and drove on shore three trabacculos, working in between Corfu and some

adjacent rocks. Three others were then seen, and, after a chase, captured, containing 251 French soldiers, commanded by Colonel Devilliers, going to reinforce the garrison at Corfu. After disarming the troops, Captain Clavell proceeded with his prisoners and two of his prizes to Malta. On the day preceding this success, the Weasel narrowly escaped capture, being on the point of entering Corfu, which island had been ceded by the treaty of Tilsit, and was at the time in possession of the French.

On the 31st of August, the island of Heligoland capitulated to a British force, the naval part of which was under the command of Vice-Admiral Thomas Macnamara Russell.

On the 1st of October, as the Windsor Castle, leeward island packet, William Rogers commander, was in lat. 13° 53′ north, long. 58° 1′ west, on her passage to Barbadoes, a privateer was seen early in the morning approaching under all sail. At noon the schooner hoisted her colours, and opened fire, which was returned from the chase-guns of the Windsor Castle. The privateer having arrived alongside, and grappled the packet, her crew endeavoured to board, but were repulsed with the loss of ten men killed and wounded. The privateer then cut loose from her grapplings, and endeavoured to sheer off, but the mainyard-arm of the packet being entangled with the schooner's rigging, held her fast. About 3h. P.M., one of the packet's carronades, loaded with grape and musket-balls, was brought to bear, and fired with great effect on the enemy's deck, just as her men were about to make a second attempt to board. Witnessing the havoc caused by this discharge, the commander of the packet, followed by only five men, leaped upon the schooner's deck, and driving the remaining Frenchmen from their quarters, compelled the privateer to surrender. The Windsor Castle mounted six long 4-pounders, with two 12-pounder carronades; and her crew consisted of twenty-eight men and boys, of which number three were killed, and ten severely wounded: her mainyard and mizenmast were shot away, and her rigging considerably damaged. The privateer was the Jeune Richard, and mounted six long 6-pounders, and one long 18-pounder on a pivot, with a crew consisting of ninety-two men, of whom twenty-one were killed and thirty-three wounded. The Windsor Castle proceeded to

Barbadoes with her prize; and one more gallantly won it has rarely been our lot to record; for to Captain Rogers and every officer, man, and boy under his orders, the most unqualified praise is due.

On the evening of the 7th of October, the 22-gun ship Porcupine, Captain the Honourable Henry Duncan, cruising in the Adriatic, having chased a trabacculo into Zupaino, despatched two boats, commanded by Lieutenants George Price and Francis Smith, to bring her out. As the boats rounded a point near the harbour's mouth, a gun-boat, under the Italian flag, opened a fire of round and grape upon them, which Captain Duncan observing, recalled the boats, but despatched them again at night. Having on this second occasion captured the guard-boat, mounting one 4-pounder swivel, and manned with French soldiers, the boats pushed on for the gun-vessel, which, in expectation of an attack, was moored close to the shore with four cables. In the face of a heavy fire of grape and musketry, Lieutenant Price and his party gallantly boarded, and in a short time carried the vessel, which proved to be the Venetian gun-boat Safo, armed with one long 24-pounder and several swivels, with a crew of fifty men, commanded by Enseigne de vaisseau Ghega. In accomplishing this enterprise, one seaman and one marine were wounded.

On the 27th of November, Lieutenant Price, in the Porcupine's cutter, captured two small vessels from Ragusa, and on the 29th this officer entered the harbour of Zuliano with the boats of the same ship, and after destroying a number of small vessels, brought out a trabacculo laden with wood. On their return, the boats captured another vessel of this description, laden with ordnance stores, intended for the construction of a battery at Curzola.

On the night of the 25th of October, the boats of the 18-gun ship-sloop Herald, Commander George M. Hony, in charge of Lieutenant Walter Foreman, gallantly boarded, and brought out from under the fortress of Otranto the French privateer César. The crew of the French vessel defended her until the boats were close alongside, when all except four made their escape by means of a hawser fastened to the shore. The prize mounted four long 6-pounders.

Of the boarding party, James Wood, the carpenter, was the only person wounded; and two men were wounded on board the Herald by shot from the castle, which also damaged the ship's hull and rigging.

On the 24th of November, in the forenoon, the hired armed brig Ann (mounting ten 12-pounder carronades), Lieutenant James M^cKenzie, in company with the Spanish 7-gun lugger-privateer Vansigo, her prize, being off the island of Tariffa, was chased by ten Spanish gun-boats. Finding from the calm state of the weather it would be impossible to escape, Lieutenant M^cKenzie shortened sail to close the prize, and receive his enemies. At 10h. 15m. the three headmost gun-boats commenced the action; and at 10h. 30m. the remaining seven joined in the combat. The Vansigo soon afterwards, having previously hailed to say that three of her prize crew (originally but nine) were killed, struck her colours. At 11h. the Ann had by her fire dismasted one of the gun-boats, and compelled two others to strike; but having only thirty of her own men on board—the remainder of her crew being in the lugger, and having already forty-two prisoners to guard, Lieutenant M^cKenzie being, moreover, the bearer of despatches—did not attempt to take possession of the prizes. The action was protracted till 1h. P.M., when the gun-boats made off, carrying with them the Vansigo. Although for so long a period exposed to the fire of ten such powerful opponents (each of which, it is probable, carried from two to four heavy long guns), the Ann sustained no loss. Upon the whole, this action was highly creditable to the ability of the Ann's commander and crew. The naval medal is awarded for this action.

On the night of the 6th of November, the boats of the 36-gun frigate Renommée, Captain Sir Thomas Livingstone, and 18-gun brig Grasshopper, Commander Thomas Searle, cruising off Carthagena, were sent, under the orders of Lieutenant William Webster, to cut out some vessels lying at anchor under the Torre d'Estacio. A Spanish brig and a French tartan, each mounting six guns, were taken possession of; but the current being strong, and only a very light air of wind blowing, both vessels ran aground, and, several women and children being on board, they were abandoned,

Lieutenant Webster not choosing, under the circumstances, to destroy the vessels. Thomas Bastin, purser of the Grasshopper, and one seaman were wounded.

On the 3rd of December, at 10h. A.M., being in lat. 14° 48′ N., long. 59° 14′ W., the 16-gun brig Curieux, Commander John Sheriff, while standing on the starboard tack with the wind from north-east, discovered, broad on the lee bow, a strange ship on the opposite tack. The stranger was the French 24-gun ship privateer Revanche. At 11h. A.M., as the two vessels passed on opposite tacks, the Revanche being to leeward, the Curieux made the private signal, which remaining unanswered, the brig tacked in chase, and at 1h. P.M., when on the larboard quarter of the Revanche, fired a bow gun, and received in return that ship's sternchasers. At 2h. the Curieux, having arrived within a short distance of the weather quarter of the privateer, brought her to close action, and continued it with great spirit for an hour, by which time the Curieux had her braces, bow-lines, and tiller-ropes shot away. The Revanche observing the unmanageable state of her opponent, put her helm down, and ran the brig on board a little before the mainmast on the starboard side. By the discharge from a long 18-pounder, mounted on a traversing carriage, and musketry, Captain Sheriff and five men were killed, and several wounded; and the main boom of the brig shot away. Finding themselves, however, gallantly opposed, the Frenchmen retreated to their own quarter-deck, from whence they kept up a continual and galling fire of musketry. Lieutenant Thomas Muir, upon whom the command of the brig had now devolved, endeavoured to board the Revanche, but finding himself likely to be supported by only ten men and the boatswain, he was compelled to relinquish the design. The Revanche soon afterwards sheered off from the Curieux, and, after firing two guns and some musketry, made sail to the north-west, leaving the Curieux in no condition for pursuit. The Curieux, besides her captain, had seven seamen killed and fourteen wounded. The loss of the Revanche was afterwards stated to have been two killed and thirteen wounded. The Curieux was much inferior in number of men and in armament to the Revanche; the former having a crew of eighty men, mounted ten 18-pounder carronades,

and eight long 6-pounders; while the privateer's crew numbered at least 200 men, and she was supposed to have been armed with twenty-four long 8-pounders, together with an 18-pounder long gun on a pivot. This latter piece of ordnance alone was nearly equivalent to all the carronades of the Curieux; and had the Revanche not been a privateer, her escape would have been unattended with discredit to the surviving commander or crew. As, however, the Revanche was a privateer, a great deal was said upon the subject, and Lieutenant Muir became subjected to the ordeal of a court-martial, by the sentence of which he was slightly reprimanded for not, as it was stated, having done his utmost to capture the enemy after the death of his commander.

On the 11th of December, at 11h. A.M., while the 36-gun frigate Renommée, Captain Sir Thomas Livingstone, and 18-gun brig Grasshopper, Commander Thomas Searle, were on the same station, the latter discovered, off Cape Palos, and chased a brig and two settees. The Grasshopper continuing to beat to windward, lost sight of the Renommée at noon, and at 12h. 30m. P.M. opened her broadside on the brig. A running fight commenced, which continued until 2h. 30m., when the enemy, which was the Spanish brig San Josef, Lieutenant De Torres, of ten 24-pounder carronades, and two long sixes, ran on shore under Cape Negrete, and struck her colours. The settees were the Medusa, of ten guns and eighty men, and the Aigle, of eight guns and fifty men; which, on observing the fate of the brig, tacked to the eastward, and escaped. The Grasshopper having anchored, got her prize afloat, although exposed to the fire of a body of troops, and of the Spanish crew, which, having escaped to the shore, kept up a constant fire of musketry. The Grasshopper had one man wounded.

The frigates Caroline and Psyché, Captains Peter Rainier and F. B. R. Pellew, having been despatched by Sir Edward Pellew, commander-in-chief of the East-India station, in search of two Dutch line-of-battle ships which had escaped the previous year from Batavia, arrived off Point Panka, Java, on the 29th August. It was there ascertained that the two ships Pluto and Revolutie were lying in the harbour of Griesse in a bad state of repair. The Caroline parted com-

pany in chase, and the Psyché anchored at Samarang. On the night of the 31st, the Psyché's boats, commanded by Lieutenant Lambert Kersteman, assisted by Charles Sullivan, midshipman, boarded, and gallantly brought out, two vessels at anchor in the road, although defended by the batteries of the town, an 8-gun schooner, and a large merchant-brig. Having collected the boats and destroyed the prizes, the Psyché on the following morning (September 1st) chased two ships and a brig which had been at anchor outside. The pursuit continued till 3h. 30m. P.M., when the strangers bore up for the land, and ran ashore about nine miles to the westward of Samarang, in a position to open upon the Psyché a heavy fire. The Psyché anchoring in three fathoms water, brought her broadside to bear upon the enemy. In a short time the Resolutie, armed merchant-ship, surrendered, and just as the boats were ordered out to board the second ship—the Dutch national 24-gun corvette Scipio—she also struck. The brig was the Ceres, in the Dutch East-India Company's service, mounting twelve guns, and having a crew of seventy men, which also surrendered. The three vessels were got off without damage, and the Scipio was taken into the service, and named the Samarang.

When Captain Pellew returned to Madras with the intelligence, the commander-in-chief made his preparations, and on the 20th November sailed from Malacca with the following:—

Guns.	Ships.		
74	Culloden	Rear-Adm. Sir Edw. Pellew, Bart. (red)	Captain George Bell
	Powerful	„	Fleetwood B. R. Pellew
36	Caroline	„	Henry Hart (acting)
32	Fox	„	Hon. Archibald Cochrane
18	Victoire	Commander Thomas Groube	
	Samarang ..	„	Richard Buck
14	Seaflower ..	Lieut.	Wm. Fitzwilliam Owen
	Jaseur[1]	„	Thomas Laugharne

A detachment of troops under Lieutenant-Colonel Lockhart accompanied the expedition. The squadron arrived off Point Panka on the 5th December, and a communication was made to the Dutch commodore, demanding the sur-

[1] This vessel shortly afterwards foundered at sea with all hands.

render of the ships of war at Griesse. The boat, though under a flag of truce, was detained, and the officer and his crew placed under arrest. The Dutch commodore then acquainted Sir Edward with the unwarrantable steps he had taken, and refused to give up the ships.

The Culloden and Powerful, having been lightened, commenced ascending the river leading to Griesse, cannonading a battery at Sambelangan in passing, which battery, in return, fired red-hot shot, and did considerable damage to some of the ships. The navigation of the river to the mouth of the harbour was most intricate, and the ships grounded several times. The Culloden remained aground some time, and was compelled to take out guns and start water; but remained fast.[1] After dark the admiral struck his flag, and proceeded on board the Caroline, which ship had got several miles ahead of the squadron, and had succeeded in reaching the harbour's mouth. Next morning the Culloden floated off, and the squadron proceeded, led by the Fox, the Culloden being second, and the Caroline third. The Dutch, finding the British squadron in earnest, disavowed the conduct of the commodore, and released the boat's crew,—entering into a treaty for the surrender of the Dutch shipping.

In the meanwhile, however, the two line-of-battle ships, the Sheer hulk, and a 40-gun merchant-ship, had been scuttled by order of the commodore. On the 11th the work of destruction was completed by burning, and the guns and military stores at Griesse and at Sambelangan were destroyed. The Fox lost her foreyard, and was much damaged

[1] The following characteristic anecdote of Sir Edward Pellew may be thought interesting. After passing Sambelangan, the Culloden struck softly on a shoal, and the Caroline, being the ship next astern, found herself suddenly gaining upon the ship ahead, when the admiral was seen on the Culloden's poop ordering the Caroline's helm a-starboard. This could not be done without running stem into the Culloden. The order not being attended to, the admiral, much excited, repeated it, exclaiming at the same time, "We are on shore." Instantly the Caroline's anchor was let go, and she brought up by the stern, the precaution having been taken of getting a cable out of the gun-room port. At this time her jib-boom was over the Culloden's quarter! Captain Hart was then sent for, and Sir Edward Pellew expressed himself highly satisfied with the good seamanship displayed on board the frigate. The fact was, Sir Edward dreading that the Caroline should go on shore preferred the alternative of her running foul of his own ship.

by hot shot; and Lieutenant Samuel Allen and several men were wounded.

On the 21st of December the Danish island of St. Thomas, in the West Indies, surrendered to an expedition under Rear-Admiral the Hon. Sir Alexander Inglis Cochrane and General Bowyer; and on the 25th the island of Santa Croix capitulated to the same force.

The French having occupied Portugal, a British squadron, under Rear-Admiral Sir Samuel Hood, consisting of the 74-gun ships Centaur, York, and Captain, and 64-gun ship Intrepid, Captains William H. Webley, Robert Barton, Isaac Woolley, and Richard Wortley, with the frigates Africaine, Alceste, Shannon, and Success, together with transports, containing troops under Major-General Beresford, sailed for Madeira. On the 24th of December the squadron anchored in Funchal Bay, and on the 26th, without opposition, took possession of the islands.

1808.

On the 16th of January, in the forenoon, the 14-gun brig Linnet, Lieutenant John Tracy, being off Cape Barfleur, observed a large lugger in chase of a merchant-ship and brig. Aware that the Linnet's sailing qualities were not such as to enable her to close the lugger except by stratagem, Lieutenant Tracy ably manœuvred so as to join company with the merchant-ships, and with them apparently endeavoured to escape. At 6h. 30m. P.M., it being quite dark, the lugger, which was the Courier, of eighteen guns and sixty men, closed with the merchant-ship; but as she was gallantly defended, the Courier was about to haul off. Just at this time, however, the Linnet arriving within musket-shot of the lugger, poured into her a well-directed broadside, accompanied by a volley of musketry, which fortunately cut away the Courier's main-lug halyards. The lugger was then hailed and ordered to surrender; but instead of compliance, the main halyards were again bent, and the sail rehoisted. The Linnet accordingly reopened her fire, and was so fortunate as to cut away the lugger's halyards no less than ten times. After continuing the running fight in this manner till 8h. 50m., the Courier, being in a sinking state, surrendered, having had her second officer killed and three men wounded; but the Linnet sustained no loss whatever.

On the 30th of January, the 16-gun brig Delight, Commander Philip Cosby Handfield, in an attempt to recapture four Sicilian gun-boats, grounded under the batteries of Reggio. Captain Handfield was killed, and Captain Thomas Seccombe, of the Glatton, who was on board the brig, mortally wounded and taken prisoner. The Delight was burnt by the survivors of her crew.

On the 7th of February, the 8-gun schooner Découverte, Lieutenant Colin Campbell, chased two privateers and a ship, their prize, off St. Domingo. One of the privateers escaped, but the remaining two vessels were driven on shore and

destroyed. On the 9th, this schooner engaged and captured, after a gallant action, the French schooner privateer Dorade, mounting one long 18-pounder, on a pivot, and two long 8-pounders, with a crew of seventy-two men, seven of whom were found dead on her decks, and three wounded. The crew of the Découverte numbered only thirty-seven men and boys, of whom three men were dangerously and one mortally wounded, and Lieutenant Campbell (though not officially reported) slightly wounded.

On the 8th of February, the boats of the 32-gun frigate Meleager, commanded by Lieutenant George Tupman, assisted by Lieutenant William Swinburn and Lieutenant of marines John Dehane, cut out from under St. Jago de Cuba, the French armed felucca Renard, without loss. Eighteen of the French crew, originally forty-seven men, escaped to the shore.

On the 13th of February, while the cutter and jolly-boat of the 20-gun ship Confiance were rowing guard off the mouth of the Tagus, Robert Trist, the master's mate in charge of them, perceived a French gun-boat at anchor between the forts of Belem and San Julien, which he gallantly boarded, and carried without loss. The prize had on board 100 stand of arms, and was commanded by Enseigne de vaisseau Gaudolphe. She mounted one long 24-pounder and two brass sixes, and of her crew of fifty men, three were killed and nine wounded. Mr. Trist was deservedly promoted in consequence. This is a naval medal boat action.

On the 2nd of March, the 18-gun brig Sappho, Commander George Langford, being off Scarborough, chased and brought to action the Danish brig Admiral Yawl, Captain Jorgenson, mounting on her upper deck twelve carronades, 18-pounders, and on her main deck sixteen long 6-pounders; total twenty-eight guns, with a crew of eighty-three men. After a close engagement of half an hour, in which the Sappho had two men wounded, the Danish brig, having had her second officer and one man killed, struck her colours. The naval medal is granted for this action.

On the 4th of March, the 18-pounder 36-gun frigate San Fiorenzo, Captain George Nicholas Hardinge, sailed from Pointe de Galle, Ceylon, on her return to Bombay. On the 6th, at 7h. A.M., being off Cape Comorin, the French 40-gun

frigate Piémontaise, Captain Epron, was discovered on the starboard beam, bearing north-east, and making sail after four East-India ships, passed shortly before by the San Fiorenzo. The San Fiorenzo hauled to the wind, and stood in-shore, when the Piémontaise, finding herself pursued, bore up and made all sail, followed by the British frigate. Having made the private signal, which remained unanswered, the San Fiorenzo hoisted her colours. The pursuit continued until 11h. 40m. P.M., at which time the British frigate, on the larboard tack, ranged up alongside the Piémontaise to leeward, and a spirited action, at 200 yards' distance, took place; but which continued only for about ten minutes, when the French frigate made sail ahead. The San Fiorenzo, which in this short engagement had only three of her men wounded, also made sail, and at daylight on the 7th had gained so much on her opponent, that the latter, finding an action unavoidable, hoisted her colours, and wore across the bows of the British ship, in order to bring her broadside to bear. At 6h. 20m. A.M., the San Fiorenzo having also wore, the Piémontaise fired her broadside, and the engagement continued at point-blank distance, until 8h. 15m., when the Piémontaise ceased firing, and bore up, leaving her antagonist with her main-topsail-yard cut in two, main-royal-mast shot away, and her standing and running rigging so much cut as to disable her for the time from making sail in chase. The San Fiorenzo's loss on this day amounted to eight seamen and marines killed, and fourteen wounded.

Her damages being repaired, the San Fiorenzo was again under a crowd of sail in pursuit of the Piémontaise, of which she managed to keep sight during the night, and at daylight on the 8th the enemy was about four miles distant, bearing east. At 9h. A.M. the San Fiorenzo bore up under all sail for the Piémontaise, which ship did not on this occasion appear desirous of avoiding an action; but perceiving that the intention of the British frigate was to gain the weather gage, the Piémontaise hauled to the wind and tacked. At 4h. P.M. the two ships, passing on opposite tacks within eighty yards, recommenced the action, and at the second broadside a grape-shot killed Captain Hardinge, when the command of the San Fiorenzo devolved on Lieutenant William Dawson. The Piémontaise having reached her

opponent's beam, wore round, and a close engagement ensued, which lasted till 5h. 49m., when her rigging and sails being cut to pieces, and her lower masts and bowsprit badly wounded, the French ship surrendered, in token of which some of the crew waved their hats. The loss of the San Fiorenzo in the third day's action amounted to five, including the captain killed, and Lieutenant George Moysey (severely), and seven men wounded; total, in three days: 13 killed and 25 wounded. The Piémontaise had on board 200 lascars and prisoners, which augmented her crew to 566 men, of whom forty-eight were killed and 112 wounded. The San Fiorenzo, when she commenced the action, mustered only 186 men and boys at quarters.

According to the *Gazette* letter, the Piémontaise mounted fifty guns—long 18-pounders on the main deck, and 36-pounder carronades on the quarter-deck and forecastle. The metal of the San Fiorenzo, though not equal to this, was such as would have rendered her, had she been fully manned, an eligible opponent for the French frigate; but with her reduced and sickly crew, the advantage possessed by the enemy was very great. Moreau, the second captain, who it will be remembered made himself notorious by his savage and drunken brutality to Captain Larkins,[1] dreading to meet the countrymen of him whom he had treated so infamously, is said to have leaped overboard just before the boat of the San Fiorenzo arrived alongside to take possession of the prize.

On the 9th, all three lower masts of the prize fell over the side; but being taken in tow by the British frigate, the two ships on the 13th anchored in the Roads of Colombo, amidst the cheers and congratulations of all present. At this place, the remains of the noble Hardinge were interred with all the honours which could be observed. Lieutenant Dawson, in his official letter, mentions in high terms the conduct of Lieutenants Edward Davis and George Moysey, and the master, William Donovan, also of Lieutenant Samuel Ashmore, in command of the marines. The Piémontaise was added to the British navy under the same name, as an 18-pounder 38-gun frigate. A sword of 100 guineas' value

[1] See p. 169, *ante*.

was presented to Lieutenant Dawson by the Patriotic Fund, in testimony of his gallant and skilful conduct on the death of his captain. The naval medal was also granted, in 1847, to the surviving participators.

On the 13th of March, while the 36-gun frigate Emerald, Captain Frederick L. Maitland, was cruising off the north coast of Spain, a large French schooner was discovered lying in the harbour of Vivero, when the frigate stood in to attempt her destruction. At 5h. 30m. P.M., two forts, one mounting eight and the other five 24-pounders, opened on the frigate, and Captain Maitland, anxious to prevent the enemy from making any further dispositions for defence, despatched a party of seamen and marines, under Lieutenant Charles Bertram, with Lieutenants of marines Giles Meech and John Husband, Masters' mates Matthew Mildridge and Edward Saurin, to storm the outer battery, while the Emerald stood in and engaged the inner one. The Spaniards were speedily driven out of the right-hand fort, by the detachment under Lieutenant Bertram, and the guns spiked; while the Emerald's third lieutenant, William Smith, at the head of another party, proceeded to attack the fort, which the Emerald was engaging on the left. On landing about a mile below the fort, Lieutenant Smith's party was opposed by a body of soldiers; but after a scuffle the enemy retreated, closely pursued by the British, who by these means missed their way to the fort, and returned. In the mean while, however, the fort had been silenced by the fire of the frigate. Daniel Baird, midshipman, was despatched by Lieutenant Bertram to board the schooner, which, having been run on the rocks by her crew, was surrounded by the men posted among the rocks, who vigorously engaged the British party; but Lieutenant Bertram coming up to the support of Mr. Baird, the French were quickly dispersed. The schooner, which was the Apropos, of eight 12-pounder carronades, and a complement of seventy men, from the Isle of France with despatches, having gone on shore at high water, it was found impossible to bring off, and she was therefore set on fire, and at 1h. A.M. on the 14th blew up. Nine seamen and marines were killed, and Lieutenant Bertram (severely), both lieutenants of marines, Mr. Mildridge, and eleven seamen and marines wounded. Lieutenant Ber-

tram was for his gallantry promoted to the rank of commander. Rewards were conferred on the abovenamed officers by the Patriotic Fund. A naval medal action.

On the 14th of March, the brig-sloop Childers,[1] armed with fourteen 12-pounder carronades, Commander William Henry Dillon, while cruising in the Baltic, fought a very gallant action with the Danish 18-pounder 18-gun brig Lougen. After engaging for some time, the Childers, owing to the injury she had sustained from the heavy armament of the Lougen, and being unable to bring the latter to close quarters, was under the necessity of discontinuing the action, and to put into Leith. Out of a crew of only fifty-six men and boys, the Childers had her clerk, Joseph Roberts, and one seaman killed; and her commander (severely), John Batten and Charles Parker, midshipmen, and six men wounded. Previously to this, the boats of the Childers cut out a galliot from the port of Midbe. A sword of 100 guineas' value was presented to Commander Dillon by the Patriotic Fund; and he was shortly afterwards promoted. This is a naval medal action.

On the 22nd of March, the Danish 74-gun ship Prindtz Christian Frederick, Captain Jessen, was chased and driven on shore near Greenall, on the coast of Jutland, by the 64-gun ships Stately and Nassau, Captains George Parker and Robert Campbell. The ship surrendered before taking the ground; and as soon as the prisoners were removed, it being found impracticable to get the ship afloat, she was set on fire and destroyed. The Stately's loss amounted to two seamen and two marines killed; and Lieutenant Edward Cole, the boatswain, John Limming, James Davis, master's mate, twenty-three seamen, and two marines wounded. The Nassau had one seaman killed, one missing, and sixteen wounded. The loss on board the Danish ship amounted to fifty-five killed and eighty-eight wounded.

On the 15th of March, about sixty miles to the southward of Ceylon, the 32-gun frigate Terpsichore (on account of her weakness mounting only twenty-six long 12-pounders and two 6-pounders), Captain William Augustus Montagu, dis-

[1] This brig, measuring only 202 tons, was built in 1778, and her force was so paltry that the merchants at Leith refused to put their vessels bound to Gottenberg under her protection.

covered, on the weather beam, a strange ship under a press of sail. The stranger, which was the French 36-gun frigate Sémillante, Captain Motard, taking the Terpsichore for an Indiaman, hoisted English colours, and closing with her at 6h. 45m. P.M., commenced action at the distance of 100 yards. The engagement lasted until 7h. 10m., when some combustible matter, thrown on board the Terpsichore, communicated to the cartridge-boxes on the main deck, and occasioned a very destructive explosion, which set the ship on fire, and completely unmanned three guns. The enemy then endeavoured to escape; but the Terpsichore making sail in chase, the action was renewed at 7h. 20m. After a short time, the Sémillante again made sail to the south-west. The Terpsichore had suffered so much aloft, and her masts were so badly wounded, that it was found impracticable to follow her antagonist for nearly an hour, when sail was again made in chase. At midnight the two ships were about a mile and a half asunder. During the 16th, 17th, and 18th, the Sémillante gradually increased her distance, and at sunset on the last-named day was no longer in sight. On the next morning the French frigate was again seen, and on the 20th, at 10h. 30m. A.M., a heavy squall favouring the Terpsichore again brought her within shot of the Sémillante; but the latter opening a fire from her stern-chasers, and by cutting away her stern-boat, starting water, and throwing a quantity of lumber overboard, finally succeeded in evading her gallant pursuer. The Terpsichore, in her action, sustained a loss (chiefly by the explosion) of Lieutenant Charles Jones and twenty men killed, and twenty-two wounded (two mortally). The loss of the Sémillante is not mentioned.[1]

[1] The Sémillante was, upon the whole, most fortunate. After running the gauntlet of the British squadron in the East Indies, this ship, in company with the frigate privateer Bellone, reached Port Louis, Isle of France, in the month of November, 1805. Here she was blockaded by the 32-gun frigate Pitt, Captain Walter Bathurst, and by the Terpsichore. On the 27th January, 1806, the two French frigates evaded the Pitt and put to sea, when they steered for Isle Bourbon; from thence the Sémillante returned to Port Louis unobserved. On the 21st November, 1807, after having undergone various adventures and being deprived, by capture, of her consorts, the Sémillante was stretching over towards the Isle of France, when she was observed from the 12-pounder 36-gun frigate

On the night of the 22nd of March, the 18-pounder 36-gun frigate Aigle, Captain George Wolfe, belonging to a squadron watching the port of L'Orient, chased two French frigates, and followed and partly assisted by the 74-gun ship Impétueux, Captain John Lawford, on the 23rd drove on shore one of them (supposed to have been the 36-gun frigate Seine) on the Pointe des Chats, near L'Orient, where the ship was seriously damaged. The conduct of Captain Wolfe throughout the chase was exceedingly gallant; and the captain himself (in the left arm and hip), Lieutenant John Lambe, and twenty seamen and marines were wounded, seven severely. The loss on board the French frigates was supposed to have been heavy.

On the 23rd of April, the 20-gun ship Daphne, Captain Francis Mason; 18-gun sloop Tartarus, Commander William Russell; and gun-brig Forward, Lieutenant Daniel Shiels, discovered a Danish convoy at Flodstrandt, on the coast of Denmark, laden with provisions for the relief of Norway, consisting of seven brigs, three galliots, and a sloop. The vessels were secured to the shore by hawsers, and protected by a strong fort, mounting ten guns. The boats, under the orders of Lieutenant William Elliott, with Hugh Stewart, master, Lieutenant of marines Richard Boger, Midshipmen George Beazely, James Durrell, Thomas Elliott, George Moore, and George H. Ayton, of the Daphne; and Lieutenants Richard Gittings and William Patterson, Midshipmen John Septford, Charles Lutman, and Francis Andrews, of the Tartarus, were towed near the shore by the Forward. The approach of the boats being discovered, the Danes abandoned their vessels; but as soon as the boats' crews had boarded, a heavy fire of grape and musketry was opened upon them from the castle, another battery of three guns,

Dédaigneuse, Captain William B. Proctor. Unfortunately, however, the Dédaigneuse was in very bad sailing condition, or the cruise of the Sémillante might have been at an end. The Dédaigneuse continued the chase while there was a prospect of success, but the French frigate succeeded in reaching Port Louis. The Sémillante, after her action with the Terpsichore, being found too weak to carry her armament, shipped a cargo of colonial produce, and thus valuably freighted reached in safety a port of France in February, 1809. Captain Motard deserved the highest praise for the ability displayed by him throughout his long voyage.

and from the crews of the vessels drawn up on the beach. The ten vessels were, notwithstanding, brought out. Lieutenant Elliott, Mr. Stewart, master of the Daphne, and three men were wounded.

On the 4th of April, while the 38-gun frigate Alceste, Captain Murray Maxwell; 28-gun frigate Mercury, Captain James A. Gordon; and 18-gun brig Grasshopper, Commander Thomas Searle, lay at anchor about three miles from St. Sebastian light-house, near Cadiz, a large convoy, protected by twenty gun-boats and a train of flying artillery, was observed coming down close under the land from the northward. At 3h. P.M., just as the Spanish convoy was abreast of Rota Point, the Alceste and squadron weighed and stood towards the enemy's vessels, and at 4h., the shot and shells passing over them, the British vessels opened their fire. The frigates devoted their principal attention to the gun-boats, while the brig was stationed upon the shoal, to the southward of the town, and so close to the batteries as to drive the Spaniards from their guns by discharges of grape from her carronades, which also kept a division of gun-boats in check, that had come out of Cadiz to assist those with the convoy. The conduct of the Grasshopper is thus noticed in the official letter of Captain Maxwell: "It was the general cry in both ships, 'Only look how nobly the brig behaves.'" The first lieutenant of the Alceste (Allen Stewart) having volunteered to go in with the boats and board the convoy, Captain Maxwell sent them under that officer, accompanied by Lieutenants of marines Philip Pipon and Richard Hawkey; Master's mates James Arscott and Thomas Day; Midshipmen J. S. Parker, Thomas Adair, Charles Croker, Abraham M'Caul, and Thomas H. M'Lean. The boats of the Mercury, under Lieutenant Watkin O. Pell, with Lieutenant Robert J. Gordon, Lieutenant of marines James Whylock, Master's mates Charles Du Cane and Maurice K. Comyn, soon followed, and dashing in among the convoy, notwithstanding the tremendous fire kept up by the batteries and from the gun-boats and boats of the enemy's squadron in Cadiz, seven tartans were brought out, two gun-boats destroyed, and several others driven on shore. This very gallant service, performed at the entrance of Cadiz, and in sight of eleven sail of the line, was attended with the

comparatively small loss of one man mortally and two slightly wounded on board the Grasshopper, and none in the boats. The brig was hulled in several places, and was much damaged in masts, rigging, and sails. The naval medal is granted for this action to all three ships.

The 12-pounder 36-gun frigate Nymphe, Captain Conway Shipley, and 18-gun sloop Blossom, Commander George Pigot, cruising off Lisbon, obtained intelligence that the 20-gun brig Garotta, fitted out by the French, and manned with 150 men, was lying above Belem Castle, ready for sea. Captain Shipley himself rowed into the Tagus in the night to reconnoitre her position, and having ascertained it, determined to attempt her capture. The boats of both ships, under the command of Captain Shipley, after making two attempts to proceed on this service, on the night of the 23rd of April, put off from the Nymphe, at 9h. P.M. The whole force comprised eight boats, and 150 officers and men, in two divisions; the larboard division consisted of the Nymphe's gig, Captain Shipley; her large cutter, Lieutenant Richard Standish Haly; launch, Lieutenant Thomas Hodgkinson; and barge, Michael Raven, master's mate. The other division included the Blossom's gig, Commander Pigot; the first cutter, Lieutenant John Undrell; launch, Lieutenant William Cecil; and the Nymphe's small cutter, Thomas Hill, master's mate. To prevent separation, orders were given for the boats to tow each other until discovered by the enemy, when they were to cast off and make the best of their way alongside—the larboard division to board on the larboard side, and the starboard division on the starboard side. As in the event of success the captors might have some difficulty in avoiding the dangerous shoals, Henry Andrews, master of the Nymphe, was stationed in the jolly-boat, upon the northern extremity of the South Catchop, near Bogue Fort, to hoist a light on the approach of the brig.

The boats reached the entrance of the Tagus in good order, near the top of high water; but Captain Shipley, anxious to secure a good tide to bring off the prize, waited until the tide slacked, hoping to board before the ebb made strong. Unhappily, the flood had no sooner ceased than a fresh in the river, caused by the heavy rains, came down at

the rate of six or eight miles an hour. The boats, however, at about 2h. 30m. A.M., got within hail of the brig (which was lying moored close under the guns of Belem Castle, having in addition, and for her protection, a heavy floating battery), and the signal was given to cast off and proceed to board. In an instant the gallant Captain Shipley, in his gig, darted from his companions, and, in a few minutes, having jumped into the fore-rigging of the Garotta, was in the act of cutting away the boarding-netting, when he received a musket-ball in the forehead, and fell dead into the river. The captain's brother, Mr. Charles Shipley, a volunteer on the occasion, immediately ordered the men to shove off in the gig, and endeavour to pick up the captain. In dropping astern, the gig unfortunately got foul of the cutter, Lieutenant Haly, then in the act of boarding on the larboard quarter; the cutter, in her turn, dropped foul of the launch, and all three boats fell foul of a caulking stage, moored astern of the brig. The cutter, having got clear of the other boats, then endeavoured to regain her station alongside the brig; but, the tide coming down like a sluice, this was found utterly impossible, and the boats were obliged to yield to it and relinquish the enterprise. One seaman was killed in the cutter, and William Moriarty, midshipman, and one marine wounded. The starboard division did not get near enough, or make any attempt, to board.

The body of the brave Captain Shipley was shortly afterwards washed on shore and recovered, when it was found that his wound was quite sufficient to have caused his death, and that it was not in any degree accelerated by his having fallen overboard.[1] The loss of Captain Shipley was deeply deplored. "No man ever possessed in a greater degree," says a writer in the *Naval Chronicle* (vol. xx. p. 289), "the power of inspiring all whom he commanded with sentiments similar to his own; what those sentiments were, his life, short, alas! as it was, and his glorious fall, have revealed."

On the 23rd of April, the 18-gun brig Grasshopper, Com-

[1] It is a well-known fact, that not one man in thirty who falls overboard in the Tagus, when the tide is running, is ever recovered: the numerous and powerful eddies immediately draw the body below the surface.

mander Thomas Searle, accompanied by the 14-gun brig Rapid, Lieutenant Henry Baugh, cruising off Faro, on the coast of Portugal, chased two Spanish vessels, protected by four gun-boats, which took shelter under a battery near Faro. The brigs having anchored within grape-shot of the battery and gun-boats, after a severe action of two hours and a half, drove on shore two of the latter, compelled the remaining two to surrender, and the Spaniards to quit their guns. The two vessels, which were from South America, and contained cargoes valued at £30,000 each, were taken possession of and brought out, as well as the two gun-boats. The Grasshopper had one seaman killed, her captain (slightly) and three seamen severely wounded ; and the Rapid, three seamen wounded. The loss on board the captured gun-boats amounted to forty in killed and wounded. Captain Searle, in his official letter, spoke in high terms of Lieutenant William Cutfield, also of the master, Henry Bell, and the purser, Thomas Bastin : the former, for conducting the brig under the batteries ; and the latter, for having, in the absence of the second lieutenant, taken charge of the aftermost guns. Commander Searle and Lieutenant Baugh were promoted, and the naval medal has been granted to those engaged.

On the 22nd of April, at 6h. A.M., the Gorée, of eighteen long sixes and eight 12-pounder carronades, with a crew of 120 men and boys, Captain Joseph Spear, lying at anchor in Grande Bourg Bay, Marie Galante, discovered the French 16-gun corvettes Palinure and Pilade, bearing south-east. After making a signal for an enemy to the 18-gun brig Supérieure, Commander Andrew Hodge, at anchor a few miles to the north-west, the Gorée, at 9h. A.M., slipped, and, with a breeze at east-south-east, stood off shore towards the corvettes, which hove to and awaited her coming up. At 10h. A.M. an action commenced within pistol-shot, which had lasted about an hour, when the Supérieure and some other vessels approaching, the corvettes bore up and made all sail, leaving the Gorée with her fore and main topsail-yards shot away in the slings, and all her masts badly wounded ; but with only one man killed and four wounded. The enemy's vessels had sustained a loss together of fifty men killed and wounded. The Gorée, being quite disabled for present action, also bore up and re-anchored at Marie Galante. By noon

the Supérieure got within three miles of the corvettes, which were steering for the Saintes, and before they reached the anchorage a running fight took place, between the Supérieure and the Pilade, which was continued until close under the batteries on the Saintes, when the Supérieure hauled up having sustained little damage. When the action ceased, the 32-gun frigate Circe and 18-gun brig Wolverine, Captains Hugh Pigot and Francis Augustus Collier, were within two miles of the Supérieure.

On the 29th of April, the 16-gun sloop Falcon, Lieutenant John Price, being off the island of Endelau, observed nine large boats hauled up on the beach. Three boats were sent in, which succeeded in burning them, although defended by some Danish troops. Lieutenant Price, learning from a market-boat which he had also captured, that some vessels laden with pieces of ordnance intended for a battery constructing at the entrance of Kyeholm were expected, the boats were sent away every night, and on the 7th of May, under the command of James Ellerton, master of the Falcon, they fell in with and attacked two vessels, anchored close under the batteries of Lindholm, which were instantly boarded and carried without loss. One boat was brought safely out; but the other, containing a 13-inch mortar and 400 shells, grounding, was destroyed.

On the 2nd of May, the 18-pounder 36-gun frigate Unité, Captain Patrick Campbell, captured, in the Gulf of Venice, the Italian 16-gun brig Ronco; and on the 31st of the same month, the Unité discovered and chased three other Italian brigs of war, two of which were captured after a long and arduous pursuit. The three brigs, being fine vessels of about 340 tons each, were added to the British navy, under the respective names of Tuscan, Cretan, and Roman.

On the 7th of May, at daylight, the 18-gun brig Redwing, Commander Thomas Ussher, cruising off Cape Trafalgar, discovered a Spanish convoy, protected by seven armed vessels, mounting in all twenty-two heavy long guns, with crews to the number of 271 men, coming down along-shore. The wind being very light, the Redwing was unable to close with them until 7h. A.M., when, having arrived within point-blank shot, the Spanish gun-boats furled their sails and swept towards the brig, as if with the intention of boarding.

Having arrived within musket-shot, the Redwing opened a spirited and well-directed fire, which was so admirably kept up, that the gun-boats, panic-stricken, retreated and ran on shore on the rocks, and a great portion of their crews perished in the heavy surf, notwithstanding the noble exertions of the Redwing's boats' crews to save them. Four merchant vessels were sunk by the fire of the Redwing, and seven others and a 4-gun mistico captured; but two with a gun-boat effected their escape. Only one seaman was wounded on board the Redwing; but her lower masts were both struck by 24-pound shot, and her rigging and sails much damaged. In the boats of the brig one seaman was killed, and John Davis, master, Robert L. Horniman, purser, and one seaman were wounded. The weather and every circumstance greatly favoured the operations of the gun-boats, and nothing but a high state of skill and discipline on board the Redwing could have brought about so favourable a termination. The naval medal is granted for this action.

On the 10th of May, the 16-gun brig Wizard, Commander Abel Ferris, being in latitude 40° 30′ north, longitude 6° 34′ east, with the wind at west, discovered and chased a brig to leeward, bearing east-north-east, and steering to the southward under all sail. This vessel was the French brig Requin, of equal force, Captain Berard. The pursuit continued throughout the day and night; but, on the 11th, at 1h. A.M., the wind died away, and the Wizard's crew had recourse to the sweeps, by which she was enabled to get sufficiently near at 7h. 45m. for the Requin to fire her stern-chasers. The Wizard, having hoisted her colours, returned the fire, and at 9h. the French brig rounded to, with her studding sails set, and fired her broadside, which enabled the Wizard to pass under her opponent's stern, and, after raking her, to take a position on the Requin's lee quarter. The action continued with much spirit on both sides, until 10h. 30m., when the Requin filled and made sail. Although the Wizard had received much injury to her masts, sails, and rigging, the pursuit was prosecuted with untiring energy, the crew meanwhile knotting and replacing the standing and running rigging, and fishing the wounded spars.

The crew passed the second night at their quarters, working at the sweeps, whenever the wind fell light, and on the

12th, at 6h. 15m. A.M., the Wizard had approached sufficiently near to fire her bow guns; but her opponent's sailing qualities were so much superior, that the moment a breeze came, the Wizard was left astern, and at 7h. A M. was again out of gun-shot. At midnight the brigs were about two miles and a half apart, and the African coast right ahead, distant seven or eight miles. This most arduous chase continued until the 14th, at 4h. A.M., when the Requin was right ahead, distant about two miles and a half, steering for Tunis Bay, which she reached at 5h. A.M., and where, this being a neutral port, she lay in safety. The Wizard stood into the bay after her, and passed so close to the fugitive brig, that her name, "Le Requin" was read on her stern; after which she made sail out of the bay. The Wizard was obliged to repair to Malta, where her lower masts were shifted and a new main-yard supplied. One man was killed and five wounded on board her. This harassing chase of 370 miles, performed in light airs and calms, in eighty-eight hours, was highly creditable to the Wizard's crew; and it is to be regretted that the brig's dull sailing should have deprived them of the prize their valour and skill would have gained.

On the 11th of May, the 20-gun ship Bacchante, Captain Samuel Hood Inglefield, cruising off Cuba, brought to action the French 16-gun brig Griffon, commanded by Lieutenant Gautier. After sustaining a running action of thirty minutes, by which time she was within 200 yards of the breakers off the Cape Antonio, the colours of the Griffon were hauled down.

On the 10th of May, the 18-pounder 32-gun frigate Tartar, Captain George E. B. Bettesworth, sailed from Leith Roads, in quest of the Dutch 36-gun frigate Guelderland, and on the 12th arrived off the coast of Norway. On the 15th, the Tartar made the islands to the westward of Bergen, and, on hoisting Dutch colours, some boats came off from the shore, from whom Captain Bettesworth learnt that the Guelderland and convoy had sailed some days previously for the East Indies. By the aid of the men who came off in these boats, Captain Bettesworth was enabled to conduct the frigate through a most intricate passage, until within five or six miles of Bergen, when the pilots wisely refused to take the ship nearer, for destruction only could have been the

result. Determined, however, if possible, to take the ship off the town of Bergen, and endeavour to cut out any shipping that might be in the harbour, Captain Bettesworth, accompanied by his first lieutenant, Thomas Sykes, and the master, John Jervis White, left the ship in the frigate's boats, and proceeded towards the town. The boats had arrived near Bergen, when the guard-boat attacked them, which Lieutenant Sykes, in the launch, boarded and carried. The firing thus occasioned alarmed the town, otherwise a large Indiaman lying under a battery might have been surprised and carried off. Finding nothing likely to be done in consequence of a chain being across the harbour's mouth, Captain Bettesworth returned to the ship, leaving the launch in charge of Lieutenant Sykes, to watch the motions of the Indiaman, and take her if possible. Soon afterwards a schooner and five gun-boats quitted the harbour, which the launch for a time engaged ; but the gun-boats, having more important prey in view, made all speed towards the frigate, and the launch, under the guidance of two fishermen, pressed by Lieutenant Sykes, made the best of her way after them.

Upon the arrival of Captain Bettesworth on board the Tartar, she was got underweigh with the intention of proceeding to Bergen, but the wind died away before she was half through the intricate passage. The gun-boats before mentioned had in the meanwhile approached within half gunshot, and, taking their position on the Tartar's bow, kept up a well-directed fire, which did considerable execution, and to which no adequate return could be made. Captain Bettesworth, in the act of pointing a gun, had his head taken off by one of the first shot fired. Henry Fitzburg, midshipman, was shot nearly at the same time. The command of the ship, in the absense of the first lieutenant, then devolved on Lieutenant Herbert Caiger. A light air of wind springing up, the Tartar's broadside was brought to bear on the enemy, by which one boat was sunk, and, after some firing, the remainder took refuge under the batteries of Bergen. While returning down the passage she had entered, the Tartar picked up her launch, when Lieutenant Sykes assumed the command, and, under the guidance of the Norwegian fishermen, extricated the ship with the utmost difficulty from her perilous situation. In many parts the channel was so narrow

that it was necessary to boom the frigate off the rocks with spars. On the 20th, the Tartar returned to Leith Roads with the body of Captain Bettesworth on board.

On the 19th of May, at 4h. P.M., in latitude 46° north, longitude 14° west, the 38-gun frigate Virginie, Captain Edward Brace, while standing on the starboard tack, with the wind at north-east, observed and chased a ship right ahead. At 4h. 30m., the stranger, which was the Dutch 12-pounder 36-gun frigate Guelderland, Captain Pool, previously alluded to, bore up, and at 7h. 40m., the Virginie having neared her, both ships fired a gun, and the Guelderland hoisted French colours. At 9h. 45m., the Guelderland, being hailed from the Virginie, answered that she was a Dutch ship of war; upon which the latter commenced firing, and, after an action of an hour and a half (during which the Guelderland wore three times), having her masts and bowsprit shot away, and sustained a loss of twenty-five men killed and fifty wounded, including her commander, the Guelderland was surrendered. The Virginie had only one man killed and two wounded. The first lieutenant of the Virginie, John Davis, was promoted to be a commander, and Nathaniel Norton, midshipman, made lieutenant. This is a naval medal action.

On the 12th of May, the 18-pounder 32-gun frigate Amphion, Captain William Hoste, being on her way from Toulon to Majorca, discovered a frigate lying at anchor in the Bay of Rosas, under the protection of some heavy batteries. This was the French frigate-built store-ship Baleine, of 800 tons, mounting twenty-six or thirty guns (probably 12-pounders), with a crew of 150 men. At 10h. 10m. A.M. the Baleine hoisted French colours, and at 10h. 30m. commenced firing on the Amphion as she approached, as did also a battery of sixteen long 24-pounders, on the left of Rosas, Fort Bouton, which mounted several heavy guns, and a low battery of eight 24-pounders, on the right-hand side of the bay. The Amphion, having to work in, returned the fire, on different tacks, as she best could, and at 11h. the Baleine slipped her cables, hoisted her staysails, and ran on shore, close under Fort Bouton. At 11h. 30m. the Amphion anchored, with springs on her cable, inside the anchorage which the Baleine had quitted, when she opened

a smart fire on the ship and batteries, which was returned by the enemy, who fired hot shot, some of which set the Amphion on fire. At 1h. 30m. P.M. the Baleine was observed to be in flames, and some of her crew were seen escaping to the shore. Supposing that she had surrendered, Lieutenant William Bennet was sent in the jolly-boat to take possession, but on his approach the boat was fired at. Regardless of the shot, Lieutenant Bennet and his boat's crew stood up in the boat and gave three loud cheers, after which they returned to the Amphion. At 2h. 20m. the Amphion cut her cable, and made sail out of the bay, having gallantly effected the irreparable injury, if not destruction, of the French ship. The Amphion had one man killed and five wounded.

On the 24th of May, at noon, the hired armed cutter Swan, mounting ten 12-pounder carronades, with a crew of forty men and boys, Lieutenant Mark Robinson Lucas, being off the island of Bornholm, on her way to Sir Samuel Hood, with despatches, observed a cutter under the land standing towards her. The Swan hove to, and hoisted a Dutch jack for a pilot. At 2h. P.M., the stranger having approached within a short distance, the Swan made sail in chase, and at 4h. P.M. arrived within shot, when the cutter opened her fire, and the battery of Bornholm also fired at the Swan. The stranger, in endeavouring to get a long gun aft, to bear over her taffrail upon her pursuer, came up in the wind, and by this accident enabled the Swan to get within musket-shot, and after an action of twenty minutes her opponent blew up and sank. The Danish cutter appeared to have been a vessel of about 120 tons, and to have mounted ten guns. The Swan received no damage, nor had she a man hurt.

On the 4th of June, during a calm, the 14-gun brig Tickler, Lieutenant John Watson Skinner, being in the Great Belt, was attacked by four Danish gun-boats, and after an action of four hours, during which her commander and fourteen seamen were killed and twenty-two wounded, out of a crew of fifty men, was compelled to surrender.

On the 9th of June, a small squadron, consisting of the Thunder bomb, Captain James Caulfield, and gun-brigs Charger, Piercer, and Turbulent, Lieutenants John Aitkin Blow, John Sibrell, and George Wood, convoying seventy sail of merchant vessels, was attacked off the south end of

Saltholm, by twenty-five Danish gun-vessels. The Turbulent, being in the rear, at about 5h. 30m. P.M., became exposed to a heavy fire, to which the best return was made from her 18-pounder carronades. The Thunder afforded her all the assistance possible, and by a discharge of rockets and one-pound shells, kept the enemy at bay for a time; but the Turbulent was at length surrounded and captured. Taking their prize in tow, the gun-vessels pursued the Thunder, but the latter having got her 6-pounders to bear out of her stern-ports, and having cut away her launch and jolly-boat (previously knocked to pieces), succeeded in beating off her pursuers, and the Danes retired, after securing ten or twelve sail of the convoy. Lieutenant Wood was honourably acquitted for the loss of the brig.

On the evening of the 11th of June, the 36-gun frigate Euryalus, Captain the Hon. George Heneage L. Dundas, and 18-gun sloop Cruiser, Commander George Charles Mackenzie, cruising in the Great Belt, having discovered several vessels at anchor near the shore, four boats, under the orders of Lieutenant Michael Head, with Francis Wemyss, James W. O. Ricketts, Bernard Yeoman, Jacob Richards, Philip Gaymore, Richard Moffat, and Edward Loveday, midshipmen, were sent to destroy them. A Danish gun-boat, mounting two long 18-pounders, with a crew of sixty-four men, lying moored close to a 3-gun battery, and protected by a body of troops on the beach, was boarded and brought out, and two large vessels, fitted as troop-ships, were burnt. In the British boats only one man was wounded, but the Danes had seven men killed and twelve wounded. A sword value fifty guineas was presented to Lieutenant Head, by the Patriotic Fund.

On the 19th of June, the Naze of Norway distant seven or eight leagues, the 16-gun brig Seagull, mounting fourteen 24-pounder carronades and two long sixes, Commander Robert Cathcart, fell in with the Danish 20-gun brig Lougen, which mounted eighteen long 18-pounders and two long sixes, with a crew of 160 men (whose action with the Childers has already been mentioned), running to the eastward with a fresh westerly breeze. The Seagull made all sail in chase, and at 4h. 30m. P.M., having arrived within range of the Lougen's long guns, the Danish brig commenced the

action. The wind dying away about this time, the Seagull, by means of her sweeps, got sufficiently near to use her carronades with effect, and at 5h. was enabled to return the enemy's fire; but her sweeps were, after a short time, destroyed, and her standing and running rigging much cut by the Lougen's shot. The action had not continued more than twenty minutes, when six Danish gun-boats, each armed with two long 24-pounders, and a crew of sixty or seventy men, rowed from under cover of the rocks towards the Seagull; and, taking a position on each quarter, raked her with great execution, while the Lougen kept up a constant fire on the larboard bow with equal effect. By 6h. 30m. P.M. five of the Seagull's larboard carronades were dismounted, and the brig almost unrigged; she, however, continued her defence, and, after sustaining the fire of her numerous foes until 7h. 30m. P.M., at which time she had five feet water in the hold, the Seagull struck her colours. Out of a crew of ninety-four men the Seagull lost her second lieutenant, Abraham B. White, the master, Andrew Martin, three seamen, and three marines killed; her captain severely, Villiers T. Hatton, first lieutenant, dangerously, Thomas Wilson, boatswain, eleven seamen, and six marines wounded. Total: eight killed and twenty wounded. Scarcely was the Seagull in possession of her conquerors, and the survivors of her crew removed, when the brig went down, thus affording incontrovertible evidence of her noble defence. Commander Cathcart was promoted on his return to England, but Lieutenant Hatton, although highly spoken of in the official letter, was passed over

On the 26th of June, two boats of the 64-gun ship Standard, Captain Thomas Harvey, cruising off the island of Corfu, were despatched, under the orders of Lieutenant Richard Cull, and Captain of marines Edward Nicolls, in chase of an Italian gun-vessel and a French despatch-boat. After a row of two hours, exposed to a hot sun, the boats succeeded in getting within musket-shot of the gun-boat Volpe, mounting one long 4-pounder, with a crew of twenty men, which was boarded by Captain Nicolls, and carried without loss; but the despatch-boat escaped.

On the 23rd of June, the 22-gun ship Porcupine, Captain the Hon. Henry Duncan, drove on shore and destroyed a French vessel, near Civita Vecchia. On the 9th of Ju'y

being becalmed under Monte Circello, on the coast of Romania, two gun-boats and a merchant vessel were discovered running down under the land to the westward, which were chased under the guns of Port d'Anzo, by the boats commanded by Lieutenant George Price. The boats were recalled, to chase three other vessels coming down from the westward, but were not able to prevent these from joining the gun-boats, in the harbour of D'Anzo.

One of these latter vessels, a large 6-gun polacre, being observed farther out than the rest, Captain Duncan determined on sending the boats to endeavour to capture her, and they were accordingly despatched on the 10th, at night, under Lieutenant Price, who was accompanied by Lieutenant Francis Smith, Lieutenant of marines James Renwick, and B. J. Featherstone, Charles Adam, John O'Brien Butler, midshipmen, and George Anderson, captain's clerk The vessel, whose crew consisted of thirty men, fully prepared for the attack, was secured to the beach (which was lined with soldiers), close under the guns of two batteries, a tower, and three gun-boats; but, in the face of this, the gallant assailants dashed on, and in a short time were in full possession of the polacre. After an hour and twenty minutes of hard and hazardous work, the prize was brought out, notwithstanding the wind was light and baffling; and this desperate service was effected with no greater injury than eight men wounded, including Lieutenant Price (severely on the head and right leg) and Mr. Butler. Lieutenant Price was rewarded by promotion. Those present in the boats are entitled to the naval medal.

Still on this coast, the Porcupine, on the 21st July, drove on shore, near Monte Circello, a polacre ship, which was destroyed by the boats under the command of Lieutenant Francis Smith without loss.

On the 8th of August another very gallant exploit was performed, at the island of Planosa, by the Porcupine's cutters and jolly-boat, in which were Lieutenants Smith and Renwick, and Midshipmen Henry Parry, Edward Barry, and G. D. Lane, and George Anderson, clerk. Although the polacre ship which they attacked was moored within thirty yards of a battery mounting six or eight guns, which opened a heavy fire of grape upon the boats, and was also protected

by a party of soldiers on the beach, and one of her own guns judiciously placed, she was boarded and carried, with the loss of one seaman killed, and Lieutenant Renwick and one seaman mortally, and seven other men severely or mortally wounded. The prize was brought out, and proved to be the Concepcion, of four guns, from Genoa, bound to Cyprus.

Towards the close of the year 1807, Vice-Admiral Lord Collingwood appeared with his fleet off the Dardanelles, and entered into an understanding with the Sublime Porte, that no Turkish ships of war were to cruise in the Ægean Sea, and that no tribute was to be exacted from the inhabitants of the Greek islands. In order to enforce the observance of the compact on behalf of the Greeks, on quitting the Archipelago, his lordship ordered the 38-gun frigate Seahorse, Captain John Stewart, to cruise in the neighbourhood. A band of Epirots, formerly in the service of Russia, but which, by the treaty of Tilsit, were no longer required, had, it appeared, taken possession of two small islands, at the entrance of the Gulf of Salonica, called Dromo and Saraguino, from which, having large boats, they laid the coasts as far as the Dardanelles under contribution, and captured all vessels bound to Constantinople; thereby intercepting the tribute from those places (which was principally paid in corn), on its way to the Turkish capital. Upon pretence of crushing these marauders, Captain Stewart was applied to by the Turkish authorities, to know if he would interfere with any squadron sent down the Dardanelles for that purpose; but Captain Stewart, aware that his compliance with this departure from the terms of the agreement would be taken advantage of, replied that he would repel with all his force any attempt made in violation of the existing treaty. The Porte, however, understanding that the Seahorse was the only British ship of war in the Archipelago, despatched a squadron of two frigates, two corvettes, two mortar-vessels, and some xebecks, upon the service in view, which at the latter end of June anchored off Dromo. A party having landed from the squadron, surrounded the pirates' town, which was situated on a peak of the island. The freebooters, in this dilemma, had the thought to despatch one of their boats to Sira, near Tino, where the

Seahorse was at anchor, to acquaint Captain Stewart with the circumstances.

On the 1st of July the boat arrived alongside the Seahorse, and Captain Stewart immediately gave orders to weigh, directing his course towards Dromo. On the 5th of July, at 5h. 45m. P.M., two ships and a galley were discovered from the Seahorse, between the islands Scopolo and Dromo, and standing to the southward, which were soon made out to be Turkish ships of war. One of these was the Badere Zaffer, bearing the broad pendant of Commodore Scandril, which was a very fine ship of 1,300 tons, mounting on her main deck thirty brass guns, of three different calibres, as follows: in midships on each side was a French 36-pounder, and next to it, forward and aft, were four 24-pounders, the remaining ten being 18-pounders, and on the quarter-deck and forecastle were twenty-two long 12-pounders, also of brass: total, fifty-two guns. The crew numbered 543 men. Her consort was the Ali Fezan, and mounted twenty-four long brass 12-pounders, on the main deck, and in midships on the upper deck two mortars were placed, which of course were of no service in her approaching contest; her crew consisted of 230 men. The Turkish commodore did not offer to retreat, but, confident in his strength, continued the same course, and hoisted no colours.

At 9h. 30m. P.M., the Seahorse having arrived on the weather-beam of the Badere Zaffer, shortened sail, and, through the medium of his Greek pilot, Captain Stewart hailed the Turkish commodore, and ordered him to surrender the ship to a British frigate. A direct refusal being returned, the broadside of the Seahorse, double-shotted, was fired into her, which was quickly responded to by the Badere Zaffer. With a light air of wind a little abaft the starboard beam, the two ships continued to engage with great animation, but the Badere Zaffer gradually edged off the wind to close with her consort, then about two miles on her larboard beam. Having effected a junction with the Ali Fezan, the helm of the Badere Zaffer was put hard aport, in order to lay the Seahorse (which had continued to keep her station on the weather-beam of her enemy) on board; but as this mode of warfare was not to be preferred,

in consequence of the large number of men in the Turkish ship, the Seahorse also hauled sharp up, and, having sufficient way, crossed the bows of her enemy, whose sails were all aback, and in much confusion. A most destructive raking fire was poured into her in passing, after which the Seahorse tacked and bore up with the intention of again closing the Badere Zaffer, which had by this time got before the wind. The Ali Fezan, however, was, at about 10h., observed coming up on the weather-beam, upon which the Seahorse again hauled up, and, passing astern of this new opponent, poured in her starboard broadside with great precision and effect. The Seahorse then bore up, and continued firing into the Ali Fezan for about ten minutes, when an explosion took place near her fore hatchway. The Seahorse continuing to pursue the larger opponent, the Ali Fezan availed herself of the earliest opportunity, and, hauling her wind, made sail towards Pelagnisi, which port she reached in great distress.

At about 10h. 35m. the Seahorse ranged up on the larboard beam of the Badere Zaffer, and, shortening sail, renewed the action, both ships being now before the wind. At 11h. the Turkish commodore made another attempt at boarding, but the British crew were too expert, and the Seahorse again crossed the bows of the Badere Zaffer; but so close were the two ships on this occasion that the jib-boom of the Turkish ship grazed the mizen-rigging of the Seahorse, and carried away the vangs of her gaff. The forecastle and bowsprit of the Badere Zaffer were at this time observed to be crowded with men in expectation of boarding, and amongst these the aftermost carronades of the Seahorse were fired with great effect. In a short time the action was renewed, the Seahorse being then on the starboard side of the enemy, and the former continued to pour in broadside after broadside, until the Turkish guns were silenced. The Turkish frigate, although repeatedly hailed, returned no answer; and at length, about 1h. A.M. of the 6th, the Seahorse ceased firing upon her sullen foe, having so crippled her masts and yards, and her topmasts being shot away, that escape was impossible. The Seahorse then brought to on the larboard quarter of her enemy to

repair the damages to the rigging, and also to refresh the crew, whose continual exertions had been very trying.

At daylight the Seahorse passed under the stern of the Badere Zaffer, which was steering before the wind under the remains of her foresail. Receiving no answer to his hail, Captain Stewart ordered another broadside to be fired into her, and was about to repeat it, when the Turkish flag was hauled down. This act, it appears, had been performed without the sanction of the Turkish commodore, who, sitting in his chair, which was placed on a sort of wooden awning or shed, erected over the quarter-deck, gave orders for his men to continue the fight. But his officers, aware of the impossibility of escape, making prisoner of the stubborn chief, surrendered the ship, who was shortly afterwards taken on board the Seahorse. "Apparently unacquainted with the forms of civilized warfare," writes Mr. James, "Scandril had no idea of delivering up his sword in token of submission, and when told that he must do so, the Mahometan commander complied with great reluctance, observing, as his eyes bent upon the forfeited weapon, 'that it was a Damascus blade of great value.'" Had the Turks once succeeded in gaining the deck of the Seahorse, their numbers would have rendered them formidable, and although they would doubtless, in the end, have been beaten off, yet it must have been attended with great loss to the British; the watchful care, therefore, of the master, Thomas Curtis (who served in the same capacity on board the Wilhelmina, in her gallant action with the Psyche), which defeated the movements of the enemy, deserves every praise, and great honour is due to Captain Stewart, his officers and crew. The lieutenants were George Downie (who was promoted), Thomas Bennett, and Richard Glynn Vallack. The loss on board the Seahorse consisted of five men killed and ten wounded, and her masts were wounded, but immaterially. The carnage on board the Turkish ship was awful, 170 men were killed and 200 wounded; and so much was the ship shattered that it was with difficulty she could be kept afloat. She however reached Malta, but, on being surveyed, was found to be badly put together and unfit for the British navy. The Patriotic Fund voted Captain Stewart a sword,

value 100 guineas. The naval medal is granted for this action.

On the 3rd of July, while the 18-gun ship-sloop Wanderer, Commander Edward Crofton, and 4-gun schooners Subtle and Ballahou, Lieutenants George Augustus Spearing and George Mills, were cruising between the islands of Anguille and St. Martin, intelligence was received which led to the despatch of Lieutenant Spearing with the boats of the ship and schooners, containing together 135 men, to land and attack the French part of the island of St. Martin's. The landing was effected with a trifling loss, and six guns were spiked in the lower fort; but, on ascending the heights, which were covered with the prickly pear, to storm the upper battery, Lieutenant Spearing[1] was shot through the chest, and several of his gallant followers were killed. The remainder endeavoured to regain the boats, but were greatly outnumbered and made prisoners. The Wanderer, which, with the two schooners, in the meanwhile had been firing at the batteries to cover the advance of the storming party, now ceased and hoisted a flag of truce. On communicating with the commandant, it was ascertained that the garrison consisted of 900 men, and that the detachment from the ships had in the whole sustained a loss of seven killed and thirty wounded.

On the 1st of August, the 74-gun ship Kent, Captain Thomas Rogers, and 16-gun brig Wizard, Commander Abel Ferris, being in the Gulf of Genoa, discovered a deeply-laden convoy at anchor under the protection of a large gun-boat off the town of Noli. The boats of the two ships were immediately despatched under Lieutenants William Cashman, James Lindsay, and Fairfax Moresby, Captain Henry Rea, and Lieutenants John Hanlon and Patrick Grant of the marines, all of the Kent; and Lieutenant Alexander Bissett, of the Wizard. The boats were boarded; but being secured to the beach by chains from the mastheads, it was

[1] The remains of the gallant young officer in command of this unfortunate attack were delivered up, but afterwards buried on shore with military honours, the French commandant and part of the crew of Lieutenant Spearing's vessel attending the ceremony, while the British vessels, as they lay at anchor in Marigot Bay, with their colours half-mast, together with the French batteries, fired minute-guns.

found necessary to land in order to get them clear. The boats therefore pulled to the shore, exposed to a heavy fire from several guns advantageously planted, and from a large number of regular troops assembled on the beach. The gun-boat, mounting two heavy guns, and manned with forty-five men, was captured with all the vessels, and the guns on the shore destroyed. This service being effected under cover of the Wizard's guns, was attended with no greater loss than one seaman killed and one mortally wounded.

On the 11th of August, at 8h. 30m. A.M., the 18-gun ship-sloop Comet, Commander Cuthbert F. Daly, being in lat. 46° north, long. 5° 4′ west, cruising off the French coast, discovered three sail in the north-east. These were the French 18-gun corvette Diligente and 16-gun brigs Espiègle and Sylphe, from L'Orient bound to Martinique. At 9h., having discovered the character of the strangers, Commander Daly, without hesitation, stood towards them, and soon afterwards the Diligente and her consorts tacked and made all sail to the northward. At noon, the Diligente having outsailed the brigs, again tacked and stood to the southward, and the Comet continued to pursue the two brigs. At 3h. 30m. A.M., the Espiègle, which was the headmost of the two, tacked and passed to windward of the Comet, at the distance of a mile and a half. At 5h. the Sylphe hoisted her colours, and commenced firing her stern-chasers. At 5h. 20m., having arrived within pistol-shot of the latter, the Comet opened her fire, and after a running action of twenty minutes, the Sylphe, being much disabled, and having lost, out of a crew of ninety-eight men and boys, five men killed and five wounded, struck her colours. The Comet had not a man hurt; but her main and mizen topmasts were badly wounded, and rigging and sails much cut. The Diligente and Espiègle made no attempt to save their consort; but this does not detract from Commander Daly's great merit in venturing to become the assailant where the disparity was so great against him. The Sylphe, being a fine brig of 343 tons, was added to the British navy under the name of Seagull. Lieutenant James Tomkinson, first of the Comet, was very highly spoken of in Commander Daly's official letter, but was not promoted until 1810. The Comet's commander received immediate advancement. This

is a naval medal action. The Espiègle succeeded in rejoining the Diligente, but on the 16th was chased and captured by the 38-gun frigate Sibylle, Captain Clotworthy Upton, and added to the British navy under the name of Electra.

England having become involved in a war with Russia, in consequence of the treaty of Tilsit, which united Russia and Denmark in a league with France, a large force was rendered necessary in the Baltic, and a fleet of eleven sail was despatched thither under the command of Vice-Admiral Sir James Saumarez. More than 200 sail of transports, containing 14,000 troops, under the command of Sir John Moore, accompanied the fleet; but these were principally intended to assist Sweden, the ally of England, against Denmark; but not being required, they returned very shortly to England.

On the 19th of August, a Russian fleet of nine sail of the line, three 50-gun ships, and eight frigates and smaller vessels, in all twenty-four sail, under the command of Vice-Admiral Hanickoff, anchored in Hango Bay, a port of Swedish Finland. On the 20th, Rear-Admiral Sir Samuel Hood, in the 74-gun ship Centaur, Captain Webley, accompanied by the Implacable, Captain Thomas Byam Martin, joined the Swedish squadron of seven sail of the line and four frigates in Oro Roads, and on the same afternoon the Russians made their appearance in the offing, and anchored at no great distance from the roadstead, where they continued cruising, off and on, for several days. On the 22nd of August four sail joined the Swedish squadron, which then amounted to eleven sail of the line; but unfortunately more than a third of the crews of the ships were on the sick list with the scurvy. On the 23rd, the Russians, assuming a threatening attitude, stood close into Oro Roads, with a fine breeze from west-south-west, but again stood off without making any attack.

On the 25th, at 6h. A.M., the Swedish fleet, accompanied by the Centaur and Implacable, weighed, with a fresh breeze from north-east, in pursuit of the Russians, which, at 9h., were discovered, in number twenty-three sail—Hango-Head bearing south-east. Having despatched one ship to Carlscrona with the sick, the Anglo-Swedish fleet consisted of twelve sail of the line and five frigates, mounting in all 1,156

guns, while the Russian force, already described, mounted 1,118 guns. Although there was nothing, therefore, on the score of comparative force to cause the Russians to decline the combat, they made every endeavour to escape. By 8h. P.M. the two British ships were five miles to windward of the Swedes, and at 4h. on the following morning this distance was doubled, the Implacable being two miles to windward of the Centaur, and not more than five miles from the Sewolod, the sternmost ship of the enemy. At 4h. 30m. this ship, commanded by Captain Roodneff, being at some distance astern and to leeward of her own fleet, crossed the bows of the Implacable on the starboard tack. At 6h. 30m. they again crossed on opposite tacks, and a quarter of an hour afterwards crossed a third time, when the Russian opened fire. At 7h. 30m., the Implacable having again tacked, ranged up alongside the Sewolod to leeward, and so vigorous a cannonading was kept up by the former, that in less than half an hour the Russian, whose colours had been shot away and not rehoisted, ceased firing, and hauled down her pendant. At this moment the Russian admiral was observed within two miles of the Implacable, bearing down to the rescue of the Sewolod, and Sir Samuel Hood recalled the Implacable, which accordingly quitted her prize, and rejoined the Centaur. The two British ships then bore up for the Swedish fleet, about ten miles to leeward. The Implacable's loss in this smart action amounted to six men killed, Thomas Pickerwell, master's mate, Nicholas Drew, captain's clerk, and 24 men wounded. Captain Martin spoke in high terms of his first lieutenant, Augustus Baldwin. The loss of the Sewolod amounted to forty-three killed and eighty wounded.

Vice-Admiral Hanickoff, having ordered a frigate to take the disabled Sewolod in tow, again hauled to the wind, which Sir Samuel Hood observing, the Centaur and Implacable a second time proceeded in chase, and obliged the frigate to relinquish her charge. The Russians, however, again bore up to succour the Sewolod, but a change of wind having taken place, enabling them to reach Rogerswick, the body of the fleet bore up for that port, where the ships anchored about noon, leaving the Sewolod aground on a shoal not far from the entrance of the harbour. Having floated off, the Russian ship swang to her anchors, and, the wind moderating

in the afternoon, Admiral Hanickoff ordered a division of the boats of the fleet to proceed to the assistance of the crippled ship and tow her into the roads. Sir Samuel Hood, determined to prevent this, bore up to endeavour to cut her off before the boats could reach. The boats, however, succeeded in taking the Sewolod in tow, and in five minutes more the ship would have been safe, but at 8h. P.M. the Centaur ran her on board. The Centaur, having good way on, shot ahead of the enemy, the Sewolod's bowsprit grazing her fore-rigging, as did her bows the muzzles of the British ship's guns, which at the same moment were discharged with tremendous execution. The Sewolod dropped astern of the Centaur, until the bowsprit of the former reached the latter's mizen-rigging, to which Sir Samuel Hood ordered it to be lashed. This was performed in the face of a continual fire of musketry, in a most gallant manner, by Captain Webley, the first lieutenant, Paul Lawless (who was severely wounded), and Edward Strode, the master, with other brave men. Much valour was displayed on both sides, and frequent attempts at boarding were made; but the deliberate fire of the Centaur's marines, under Captain George Baile, and the stern-chase guns, effectually defeated the attempts of the Russians. Sir Samuel Hood hoped to be able to carry off the Sewolod, while she was lashed to her, but the Russians having let go an anchor, both ships took the ground. After half an hour's gallant fighting, the Sewolod's colours were again struck, and just at this time the Implacable dropped anchor outside the two engaged ships, and rendered most essential service in heaving the Centaur off the shoal. Two of the Russian ships about this time slipped, and appeared inclined to come to the assistance of the Sewolod; but finding the Centaur to be again afloat, returned to their anchorage. The prize being found immovable, with her hold half full of water, it became necessary to destroy her; and, after all the prisoners and wounded had been removed, she was set on fire and burnt to the water's edge.

In this very gallant action, performed as it was in the sight and in defiance of a powerful enemy, the Centaur had three men killed, and Lieutenant Lawless, — Morton (boatswain), and twenty-five men wounded; and the Sewolod, whose loss in action with the Implacable had been made

good by a reinforcement of 100 men from the Russian fleet, sustained by the fire of the Centaur the loss of 180 men killed, wounded, and missing; making the total number of killed and wounded, in her two actions, amount to 303: the total of the killed and wounded in the two British ships amounted to 62. The naval medal has been awarded to the Centaur and Implacable.

The Russian fleet (a plan for burning which was set on foot, but found impracticable) was blockaded in Rogerswick by the British squadron, under Vice-Admiral Sir James Saumarez, till the bad weather rendered it dangerous to keep the sea, and as soon as they retired from before the port, the Russians quitted and returned to Cronstadt for the winter.

On the 16th of August, the 4-gun schooner Rook, Lieutenant James Lawrence, being off the mole of Cape St. Nicholas, on her way to England with despatches, was attacked by two French privateers, one of twelve and the other of ten guns, and after a very gallant resistance of one hour and a half, in the course of which the commander was killed, the mate mortally wounded, and thirteen out of the remaining eighteen men mortally or severely wounded, the Rook surrendered.

On the 6th of September, the 18-gun brig Recruit, Commander Charles Napier, in lat. 17° 50′ north, longitude 58° 10′ west, standing close-hauled on the starboard tack, with the wind from the eastward, discovered the French corvette Diligente on her weather quarter, steering south. The Recruit immediately tacked to meet the corvette, and, at 7h. 30m. A.M. fired two shot at the stranger, passing to windward. At 8h. 15m. the Diligente tacked, and soon afterwards hoisted French colours. At 8h. 40m., the Recruit having tacked, again passed the Diligente, then on the starboard tack, and exchanged broadsides within pistol-shot, by which fire Commander Napier was wounded, but not with such severity as to compel him to quit the deck. At 8h. 40m., both vessels having again tacked, passed each other, firing their broadsides, after which the Diligente wore to rake the Recruit; but the latter, by bearing up, succeeded in bringing the Diligente to close action, and the Recruit continued firing her larboard broadside in return for the starboard guns of the enemy, until 11h. 30m., when the

brig's mainmast was shot away within a few feet of the deck. The Diligente then backing her mizen-topsail, dropped astern, and bearing up under the stern of the Recruit, raked her; she then shot ahead, and luffing round the Recruit's bows, poured in a destructive broadside. The corvette then ranged along the larboard beam of her antagonist, intending to repeat this manœuvre; but receiving a well-directed broadside from the Recruit, which shot away her stern-boat, and caused a heavy explosion abaft, the Diligente put her helm up, and made off before the wind.

After repairing a few of her damages, remounting the carronades which had upset, and clearing the wreck of her mainmast, the Recruit bore up after the Diligente. At 2h. P.M., the corvette finding there was a probability of her being overtaken if she continued to run before the wind, set her courses and top-gallant sails, and hauled up on the starboard tack; and although every exertion was made on board the British brig by erecting a jury-mainmast, it was found impossible to close the Diligente, which by 8h. P.M. was lost sight of. The Recruit in this gallant action had only one man killed, and Commander Napier and Lieutenant Moses De Willetts wounded. The Diligente reached Martinique, and subsequently, on the surrender of that island, fell into the hands of the British. Being a ship of 371 tons, she was added to the navy under the name of St. Pierre.

On the 6th of September, the 22-gun ship Laurel, Captain John Charles Woollcombe, arrived off the Isle of France from the Cape, and shortly afterwards recaptured a Portuguese ship, on board of which were some ladies belonging to the Isle of France. Captain Woollcombe, with praiseworthy gallantry, immediately sent in a boat with a flag of truce to the governor, General Decaen, requesting him to send out a vessel to take on shore the ladies with their baggage. The second captain of the French 40-gun frigate Canonnière, lying in Port Louis, came off on this service during the night, and as he did not return until the next morning, it is conjectured, but we hope untruly, that the officer took advantage of the circumstance in order to become acquainted with the size and force of the Laurel.

On the 12th, in the afternoon, the Laurel having chased a vessel close under the guns of Port Louis, was standing

off again, when a sail was discovered on the lee bow steering a similar course, which proved to be the Canonnière, bearing Commodore Bourayne's broad pendant, mounting forty-eight guns, with a crew of 350 men. The Laurel's armament consisted only of twenty-two long 9-pounders on the main deck, with six 18-pounder carronades and two long sixes on the quarter-deck and forecastle, and her crew amounted to no more than 144 men and boys. As the two vessels neared each other on opposite tacks, Captain Woollcombe directed the master to lay the ship close to the enemy; which order the latter strictly complied with. About 6h. 30m., as the Laurel, being to windward, edged away for the Canonnière's starboard or weather bow, the latter wore, and being very slow in coming round, the Laurel was enabled to give her two or three raking broadsides; but the French frigate having at length got round on the starboard tack, discharged her broadside with some effect. The wind gradually died away, and both ships continued to engage closely until 8h. P.M., when the Laurel's rigging being much damaged, her gaff shot away, and her mizenmast left tottering, the ship, having no chance of escape, struck her colours, having her master, James Douglas, six seamen (three of whom lost a leg), and two marines wounded. This, considering the duration of the action, was extraordinary, and can only be accounted for by the relative height of the two ships, in consequence of which the shot of the Canonnière passed over her low antagonist. The Canonnière had five men killed, and nineteen wounded. Captain Woollcombe was subsequently tried by court-martial for the loss of his ship, and honourably acquitted, and Captain Josias Rowley, the president, passed a very flattering encomium on the defence he had made.

On the 29th of September, Pointe Antigua, Guadaloupe, bearing south-west, the gun-brig Maria, armed with 12 carronades, 12-pounders, and two long 4-pounders, with a crew of sixty-five men and boys, Lieutenant James Bennett commander, chased a sail steering towards the land, which vessel proved to be the French 22-gun ship Département des Landes, mounting 16 carronades, 24-pounders, and four long 8-pounders on the main deck, and two brass 6-pounders on the quarter-deck, with a crew of 160 men and boys, commanded by Captain Raoule. It falling calm just as the Maria got

within gun-shot of her opponent, the brig was unable for a time to bring her broadside to bear, while the French ship, being under the stern of the Maria, was enabled to open her fire with destructive effect. By the aid of her sweeps, the Maria was at length in a position to return the fire; but the enemy was too strong. The Maria's colours being shot away, the enemy hailed to know if she had surrendered; to which Lieutenant Bennett, rehoisting the ensign, replied "No," but shortly afterwards this gallant officer received three grape-shot in his body, and fell beneath the colours he had rehoisted. The master, Joseph Dyason, continued the action for some minutes; but finding the brig in a sinking state, and having, besides her commander, Robert O'Donnel, midshipman, and four seamen killed, and nine wounded, the British colours, after a noble defence, were hauled down. The captors were under the necessity of running the brig on shore to prevent her from sinking under them. With reference to the loss of the Maria, the circumstances to be regretted are the deaths of so gallant an officer as Lieutenant Bennett, and of those who fell by his side.

On the 1st of October, the 18-gun brig Cruiser, acting commander Lieutenant Thomas Wells, being off the entrance to Gottenburg, fell in with about twenty sail of armed cutters, luggers, and row-boats, one of which, a schuyt, mounting ten 4-pounders, and thirty-two men, was captured. Lieutenant Wells was promoted to the rank of commander a few weeks after performing this dashing exploit.

On the 3rd of October, the 18-gun brig Carnation, Commander Charles Marshall Gregory, cruising to the eastward of Martinique, fell in with the French 16-gun brig Palinure, Captain Jance, and after an action of an hour and a half, the Palinure being much disabled in her spars and sails, fell on board the Carnation. By this time, however, Captain Gregory and most of the officers were either killed or severely wounded; and the boatswain (William Triplet) was the commanding officer. The French crew, emboldened by the absence of any endeavour to complete the victory by boarding, themselves boarded, and carried the Carnation without meeting much resistance. The boatswain and about ten brave fellows resolutely opposed the Frenchmen, but the remainder of the Carnation's crew basely quitted their

quarters, and the British brig became a prize to the Palinure. The Carnation, out of 117 men, had her commander, Morgan Thomas, purser, and eight men killed; and Lieutenants Samuel B. Deecker and James Fitzmaurice severely, Anthony Wetherell, master (mortally), and twenty-seven seamen and marines wounded, fourteen mortally. The captain of the Palinure was confined to his cot with the yellow fever, and the brig was fought by Enseigne de vaisseau Huguet, who greatly distinguished himself on the occasion.

On the 31st of October, at daylight, the 32-gun frigate Circe, Captain Hugh Pigot, cruising off Fort Royal, Martinique, discovered the Palinure, under jury-masts, coming down before the wind, which, hauling close round the Diamond Rock by the aid of her sweeps, got under the protection of a battery on Pointe Salomon. The Circe arriving within shot, an action ensued, and in fifteen minutes the Palinure, having seven men killed and eight wounded, hauled down her colours. The Circe had one man killed and one wounded.

On the 15th of October, the 64-gun ship Africa, Captian John Barrett, accompanied by the Thunder bomb, and two gun-brigs, together with a convoy of 137 vessels, sailed from Carlscrona, and, on the 20th, the latter anchored in the roadstead of Malmo. At a little past noon, a flotilla of gun-boats was observed advancing to the attack of the convoy; and the Africa, which, for the better security of her charge, had anchored eight miles to the southward of Amag, weighed and stood towards them. At 1h. P.M. the wind died entirely away, and twenty-five large Danish gun-boats and seven armed launches, mounting in all eighty heavy long guns, and carrying upwards of 1,600 men, rowed towards the Africa. At 2h. 50m. the gun-boats, which in the calm were able to choose their own position, stationed themselves on the bow and quarter of the Africa, and commenced a vigorous fire of round and grape; to which galling fire the Africa could make only a very poor return from her bow and stern chasers, and from a few of her foremost guns. Twice were the Africa's colours shot away, when the Danes advanced cheering to take possession; but being received with much warmth, they returned to their places of impunity. The action continued until 6h. 45m., when night closing in, all firing

ceased; but had daylight continued for another hour, the Africa must have been sunk or captured. The Africa, in this most annoying contest, had her three lower masts and yards badly wounded, and her standing and running rigging and sails much cut. Her quarter-boats were completely destroyed, and the boats on her booms rendered unserviceable. The loss amounted to nine seamen and marines killed; Captain Barrett (slightly), Lieutenants of marines Thomas Brattle and John George Richardson, one midshipman, the captain's two clerks (not named in the despatch), and forty-seven seamen and marines wounded. The ship was so much disabled, that she returned to Carlscrona to refit.

On the 8th of October, the 36-gun frigate Modeste, Captain the Honourable George Elliot, cruising off the Sandheads, in the Bay of Bengal, captured, after a chase of nine hours and a running fight of fifty minutes, the French 18-gun corvette Jéna. The Jéna was perfectly unrigged before she struck, but had no one killed or wounded. The Modeste was unfortunate enough to lose her master, William Donovan (described as a very clever officer), killed, and one seaman was wounded. The prize was added to the British navy under the name of Victor.

Some regulations having been adopted by the British government with reference to neutral vessels, the French government found it necessary to employ their ships of war, for the purpose of conveying troops, provisions, and stores, to their colonies. The Sylphe, Diligente, and Espiègle, were thus despatched, laden almost as store-ships, and we have now to record a most gallant action with a fine frigate similarly freighted.

On the night of the 10th of November, Captain Michael Seymour, in the 18-pounder 36-gun frigate Amethyst, while off the Isle of Groix, standing in for the French coast on the starboard tack, with the wind at east-north-east, discovered a large ship on her weather quarter, coming down before the wind. Just before observing this ship, several shot were fired from the battery at Larmour, apparently at the Amethyst, but in fact at the stranger who was quitting port without giving the prescribed notice. The Amethyst instantly wore to intercept the stranger, which was the French 40-gun frigate Thétis, Captain

Jacques Pinsum, from L'Orient, bound to Martinique, having on board troops, and 1,000 barrels of flour. The Thétis continuing her course, was at 9h. P.M. within a quarter of a mile of the Amethyst; and Captain Seymour, from the non-observance of his signals, being by this time aware of the character of the chase, burnt false fires and blue lights to acquaint the ships in the offing, which were soon answered from the 74-gun ship Triumph, Captain Sir Thomas M. Hardy; which ship bore about east-north-east, but was too far astern to be able to take any part in the contest.

The Thétis, with her pursuer on her starboard quarter, continued steering about west, going nine and sometimes ten knots under all sail; but not wishing to be encumbered with unnecessary canvass when on the eve of an action, the two ships, at 9h. 15m., took in their studding sails and royals. The Thétis, in the hope of disabling her antagonist, then rounded to on the starboard tack to fire her broadside; but this was skilfully avoided by the Amethyst, which was thereby enabled to range up on the starboard beam, to windward of the French ship, and a most spirited contest ensued, as the two ships again paid off with their heads to the westward. At 9h. 40m., the Amethyst being a little in advance of her opponent, the Thétis made an attempt to luff across her stern, but being too near, fell on board the Amethyst, running her jib-boom between that ship's main and mizen rigging. The two ships, however, were going too rapidly through the water to allow of their remaining long thus connected, and they quickly resumed their former positions. At a little past 10h., the Amethyst being again somewhat ahead of the Thétis, Captain Seymour ordered the helm hard a-starboard, and bore up athwart the bows of the Thétis, pouring in a heavy raking broadside, then shifting the helm, the Amethyst avoided the enemy's return broadside, and brought to on her larboard beam.

The action then raged as before; but ten minutes afterwards the British frigate's mizenmast fell, broke and damaged the wheel, and encumbered the quarter-deck. The Thétis had now a chance of escape; but before she was able to profit by this disaster of her opponent, her own mizenmast fell, and the ships were again upon a par. At 11h. the Thétis put her helm up in order to board the Amethyst.

The latter patiently awaited the attack, and just as the bow of the Thétis struck that of the Amethyst, a heavy and well-directed broadside cleared her forecastle, on which were assembled numerous troops ready for the assault. The Thétis then dropped alongside, and the fluke of the Amethyst's best bower anchor hooked the foremost port of the Thétis's forecastle,[1] and held her fast. The action was continued without intermission till past midnight, during which the Thétis was several times set on fire. Being completely silenced, the French frigate was boarded at about half-past 12h. and taken possession of. A few prisoners had been received from the Thétis, when the cable having been cut which was holding them together, the two ships separated, and shortly afterwards the fore and main masts of the prize fell over the side.

The loss of the two ships in this long and most skilfully conducted action was very severe. The Thétis commenced the action with 436 men, including 106 soldiers, out of whom she had her captain and 134[2] officers and men killed, and 102 wounded,—more than the half of her ship's company. The Amethyst had her rigging and sails cut to pieces, her mizenmast shot away close to the deck, fore and main masts badly wounded, and three feet water in her hold when the action ceased. Out of a crew of 261 men and boys, Lieutenant of marines Bernard Kendall, ten seamen, and eight marines were killed; Lieutenant of marines Samuel John Payne (dangerously), Richard Gibbings, master's mate (mortally); the boatswain, Leonard Taylor, Lawford Miles, midshipman; Thomas Gilson, captain's clerk; thirty-two seamen, and twelve marines wounded. Total: twenty killed or mortally wounded, and fifty dangerously and slightly wounded.

The two ships were in most respects well matched. Their weight of metal was nominally the same, but the Thétis

[1] The official account states, that the bower anchor entered the foremost "main-deck" port, which seems scarcely possible if the anchor was stowed, which it in all probability was; the forecastle port it might have hooked without any difficulty, and we have therefore adopted this notion.

[2] Captain Seymour's biographer in the *Naval Chronicle*, vol. xxi. states that 172 was the number killed.

mounted two guns more than the Amethyst. The real difference between English and French shot, of the same nominal weight, has been already shown at vol. i. p. 175. The first lieutenant (Goddard Blennerhassett) was promoted to the rank of commander; and Captain Seymour, in his official letter, named in terms of much satisfaction, Lieutenants William Hill and Edward Thomas Crouch, and the master, Robert Fair,[1] which latter rendered himself particularly serviceable. The Thétis, being a fine ship of 1090 tons, was purchased into the service, and named the Brune. For this action Captain Seymour was honoured with a gold medal, and the silver naval medal has recently been granted to the surviving participators.

Shortly after the action ceased, the Triumph arrived up; and about twenty minutes after the Triumph, the 38-gun frigate Shannon, Captain Philip B. V. Broke, which latter took the dismasted prize in tow.

On the 28th of November, Commander William Coombe, of the 16-gun brig Heureux, having obtained information that seven vessels, ready for sea, were lying in the harbour of Mahaut, Guadaloupe, resolved with his boats to endeavour to cut them out. Having a pilot for the boats, and a guide to conduct the parties intended to storm the two batteries, under the protection of which the vessels were at anchor, Captain Coombe with three boats departed on this service, and after rowing for six hours, the boats lay upon their oars to await the setting of the moon. At 4h. A.M. on the 29th, they pushed forward; and after some minutes of desperate fighting, Captain Coombe, with nineteen men, succeeded in boarding and carrying a schooner of two guns and thirty-nine men. Lieutenant Daniel Lawrence, assisted by Robert Daly, purser, and about forty-five men, in the mean time landed, and spiked the two 24-pounders upon the nearest battery, and then proceeded and boarded a brig. Both the prizes were got underweigh; but before they could clear the harbour, the shore was lined with soldiery and field-pieces, and, grounding, became exposed to a very severe fire. Captain Coombe was in the act of giving orders to abandon the vessels, when he was struck by a 24-pound shot, and ex-

[1] Mr. Fair was made a lieutenant, and afterwards gained the rank of captain.

claiming "I die contented ; I die for my country !" expired. Lieutenant Lawrence, who was wounded in the arm, after abandoning the captures, succeeded at about 6h. A.M., without any additional loss, in returning to his ship. This exploit is distinguished as a naval medal boat action.

On the morning of the 12th of December, the French 16-gun brig Cigne, and two armed schooners, laden with provisions and stores for Martinique, were discovered at anchor off the Pearl Rock, by Lieutenant John Brown, of the brig Morne-Fortunée, intelligence of which was immediately signalled to acting Captain Francis Augustus Collier, who in the 32-gun frigate Circe, was in charge of a small squadron, stationed between that rock and the town of St. Pierre. Captain Collier observing one of the schooners endeavouring to reach St. Pierre's, determined to cut her off if possible, and the Circe in company with the 18-gun ship-sloop Stork and 16-gun brig Epervier, Commanders George Le Geyt and Thomas Tudor Tucker, with the schooner Express, Lieutenant William Dowers, stood in shore accordingly. Unable to avoid the Circe, the schooner ran on shore under a four-gun battery, which was flanked by two other batteries, and the vessel was further protected by a party of soldiers who had been tracking her along shore from her anchorage near the Pearl Rock. The Circe, Stork, and gun-brig anchored within pistol-shot of the batteries, and after a short time silenced them, and drove the troops from the beach.

Before completing this service, however, Captain Collier, observing that the Cigne and remaining schooner were landing their cargoes, ordered Lieutenant Brown to remain by the schooner on shore, and await the arrival of the Epervier to destroy her ; then making sail, he stood with the Circe, Stork, and Express, towards the Cigne and consort. These two vessels were now lying close to the rock, under the protection of four batteries and a considerable number of field-pieces and troops on the mainland. Judging it practicable, notwithstanding the formidable nature of the defences of the vessels, to effect their capture, the barge and two cutters of the Circe were placed under the command of Lieutenant James Crooke, with William Smith, master, William Collman, purser, and — Thomas, carpenter ; but the

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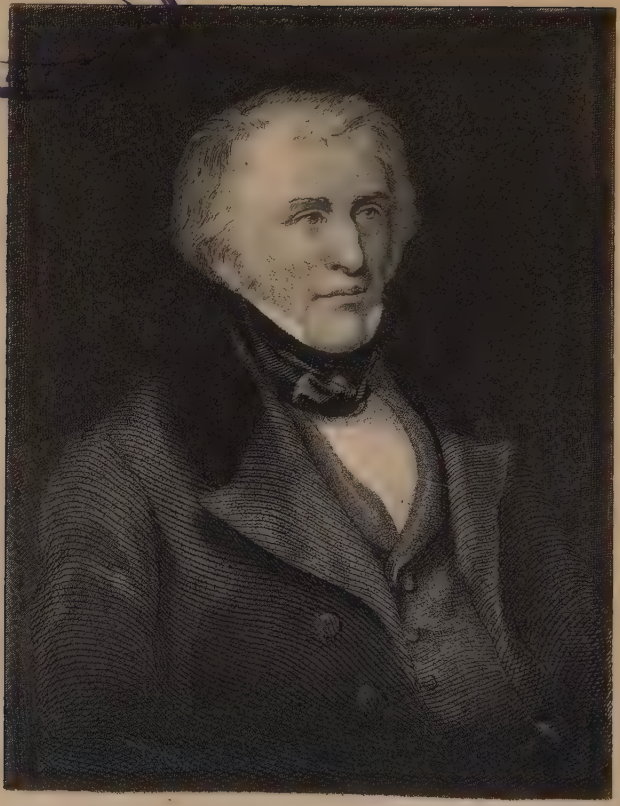

orders of Lieutenant Crooke were, not to proceed to the attack of the brig until the guns of the Circe and Stork had caused her fire to slacken. The boats of the Stork were also manned, ready to co-operate at the proper time with the boats of the Circe. The Circe and Stork then stood in to engage the batteries and vessels; but they had scarcely commenced firing, when Lieutenant Crooke most gallantly, but unadvisedly, without waiting for the Stork's boats or the issue of the fire of the two ships, dashed on at the Cigne. The attack was most unfortunate—the boats were defeated with dreadful slaughter. One boat was taken, the second sunk, and the third, in a disabled state, reached the ship; but out of the sixty eight men who had embarked, only twelve returned. Nine men were killed, twenty-one wounded, and twenty-six missing, being prisoners or drowned. Lieutenant Crooke and Mr. Collman were both badly wounded, the former in four places.

As it was by this time quite dark, the Circe and Stork were obliged to stand off shore; and soon afterwards they were joined by the 18-gun brig Amaranthe, Commander Edward Pelham Brenton. At daylight on the 13th the Cigne got underweigh, and, assisted by her boats and sweeps, endeavoured to reach St. Pierre's; but Captain Brenton having gallantly volunteered his services to destroy her with the Amaranthe, that brig was taken in tow by the boats of the Circe and Stork, and every exertion made to bring her near the enemy. At 10h. A.M., the Cigne took the ground near several batteries to the northward of St. Pierre's, and the Amaranthe, after much exertion, during which she was exposed to a constant fire from guns and batteries erected on every point of land available for the purpose, succeeded in getting tolerably close to her. The Amaranthe's well-directed fire soon compelled the crew of the Cigne to quit the vessel, when her boats, commanded by Lieutenant James Hay, in company with those of the Circe and Stork, gallantly boarded and carried the French brig, in the face of a heavy fire from the batteries and troops drawn up on the beach. The Cigne having bilged, it was found impossible to get her off, and she was therefore destroyed. The second schooner, being also on shore, was destroyed by the Amaranthe's boats and the schooner Express. Joshua Jones, the

master of the brig, was wounded on this occasion, and one man belonging to the Express was killed and three wounded. Thus this service was at length performed; and but for the unhappy rashness of Lieutenant Crooke, who, however, paid dearly for it, must have been effected with little or no casualty, instead of the lamentable loss with which it was attended. Captains Collier and Brenton were promoted for this service, and the naval medal has been awarded to all engaged in it.

1809.

On the 8th of December of the preceding year, Captain James Lucas Yeo, in command of a small expedition, which he, by permission of Rear-Admiral Sir W. Sidney Smith, had fitted out, consisting of the 20-gun ship Confiance, two Portuguese brigs, and some smaller vessels, having on board 500 Portuguese troops, under Lieutenant-Colonel Marques, landed and took peaceable possession of the district of Oyapok, in French Guyane. Having succeeded thus far, Captain Yeo determined to attempt the capture of Cayenne; and after much hard fighting against Victor Hugo and his troops, the town surrendered on the 14th of January, 1809. The British, in making the conquest of this extensive territory, sustained a loss of Lieutenant of marines John Read, killed, and twenty-three men wounded; and the Portuguese, of one killed and eight wounded. Since the 15th of December, the men landed from the Confiance had not slept in their beds, and for three weeks their fatigue was incessant; nor were their hardships lessened by the weather, which was throughout very inclement. The naval medal is granted for the taking of Cayenne.

On the 13th of January, while the Confiance was lying at anchor in the harbour of Cayenne, having only twenty-five seamen and twenty negroes on board, and commanded by Mr. George Yeo, the captain's brother (a mere lad, whose only officer was Edward Bryant, midshipman), the French 40-gun frigate Thopaze appeared in the offing. The Confiance was instantly got underweigh by her youthful commanding officer, and stood out to meet the enemy; who, discouraged by the bold front assumed by the British sloop of war, hauled to the wind and made for another port, at which we are about to record her capture.

On the 1st of January, at daylight, the 10-gun brig Onyx (eight 18-pounder carronades and two long sixes, and a crew of seventy-five men and boys), Commander Charles Gill,

cruising in the North Sea, came in sight of a sail on the lee-bow, standing to the southward. The stranger, which was the Dutch (late British) 16-gun brig Manly (twelve 18-pounder carronades and four brass sixes, with ninety-four men and boys), Captain W. Heneyman, hoisted her colours, and hove to, awaiting the attack. At 8h. A.M. the Onyx bore down and brought the Manly to close action; and continued to engage until 10h. 30m., when the Dutch brig, having had five men killed and six wounded, several of her guns disabled, and her masts and rigging much damaged, struck her colours. The Onyx had only three men wounded. Commander Gill, who obtained post rank, mentioned in his official letter in such strong terms the assistance received from his first lieutenant, Edward Wm. Garrett, that that officer also obtained promotion. Lieutenant William Trewren, the acting master, G. D. Louis, and the purser, Zachariah Webb, were also honourably mentioned. The Manly was restored to her station in the British navy. The naval medal is granted for this action.

On the 2nd of January, the 32-gun frigate Aimable, Captain Lord George Stuart, being off the Texel, chased for twenty-four hours and captured, after a running fight of a few minutes, the French corvette Iris, of twenty-two carronades (24-pounders) and two long 8-pounders, with a complement of 140 men, commanded by Captain Macquet. The Aimable had two men slightly wounded, and the Iris two men killed and eight wounded. The prize, being a fine new ship of 587 tons, was added to the British navy as a 28-gun ship, and named the Rainbow.

On the 5th of January, at noon, latitude 39° 24′ north, longitude 11° 41′ west, the 38-gun frigate Loire, Captain Alexander Wilmot Schomberg, fell in with, and at 8h. P.M., after a short action, captured the French 20-gun corvette Hébé, bound to St. Domingo, having on board 600 barrels of flour. The Hébé measured 601 tons, and was added to the British navy by the name of Ganymede, a Hébé being already in the service. Another deck was put upon her and she mounted in the British service, in the whole, thirty-two guns.

On the 22nd of January, at 7h. A.M., the 18-gun ship-

sloop Hazard, Commander Hugh Cameron, cruising off Guadaloupe, discovered in the south-west a ship and a schooner, standing in for the land. The Hazard bore up for the ship, which was the French 40-gun frigate Topaze, Captain Lahalle, from Brest, bound to Cayenne, with 1,100 barrels of flour, but finding that port blockaded, was now on her way to Guadaloupe. At 9h. A.M. the 12-pounder 32-gun frigate Cleopatra, Captain Samuel J. B. Pechell, hove in sight in the south-east, and about the same time the 38-gun frigate Jason, Captain William Maude, was also seen to the southward. The Topaze, having now no alternative, ran close in shore, and at 11h. A.M. anchored, with springs on her cable, under a small battery to the southward of Pointe Noire. At 4h. 30m. P.M., the Cleopatra being within musket-shot of the frigate, and about 200 yards from the shore, the Topaze opened her fire. The Cleopatra having anchored on the enemy's starboard bow, returned her opponent's fire, and in a short time having shot away the outer spring of the Topaze, that ship tailed in shore, having her head towards the Cleopatra, who raked her with considerable effect. About forty minutes after the commencement of the action, the Jason and Hazard arrived up; the frigate anchoring on the starboard quarter of the Topaze, whilst the Hazard engaged the battery. Thus assailed, the French frigate, having no chance of escape, at 5h. 20m. P.M., hauled down her colours. The Cleopatra, which alone sustained any loss, had two men killed and one wounded; her damages were chiefly confined to her rigging. The Topaze, out of 430 men, had twelve killed and fourteen wounded. The prize (the same ship which captured the Blanche) was added to the British navy as an 18-pounder 38-gun frigate, and named the Alcmène, a Topaze being already in the service.

On the 8th of February, the boats of the 32-gun frigate Amphion, Captain William Hoste, and 18-gun brig Redwing, Commander Edward A. Down, under cover of the fire of the two ships, landed on the island of Melita, and destroyed two warehouses and brought off three guns, although the place was defended by upwards of 400 French troops. The boats were commanded by Lieutenant Charles G. R. Phillott.

On the 10th of February, the French 18-pounder 40-gun

frigate Junon, Captain Rousseau, was chased off the Virgin Islands by the 16-gun brigs Asp and Supérieure (the latter with only four guns mounted), Commanders Robert Preston and William Ferrie. The Asp was soon left far astern, but the Supérieure continued with the most persevering gallantry to follow the enemy. In the course of the day, the 38-gun frigates Latona and Horatio, Captains Hugh Pigot and George Scott, joined in the pursuit, and the Horatio succeeded in getting alongside of and engaging the enemy. Subsequently the 18-gun corvette Driver, Commander Charles Claridge, aided in the chase and running fight, and the Junon at length surrendered to her united foes. The conspicuous conduct of Commander Ferrie in the Supérieure has lately been acknowledged by the grant of the naval medal to those engaged in that brig.

The Horatio had George Gunter, midshipman, and six seamen killed; and Captain Scott, Lieutenant Manly Hall Dixon, Andrew Lock, boatswain, and fourteen seamen badly, and Lieutenant of marines Richard Blakeney, Robert King, master's mate, and seven men slightly wounded. The Latona, not having been able to get close to the enemy, had only one midshipman, John Hoope, and five men slightly wounded, and on board the Driver one man only was wounded; making the total loss seven killed and thirty-three wounded. The Junon's loss, out of a crew of 323 men, amounted to 130 in killed and wounded: a tolerable proof that the ship was not given away. There is no doubt that the principal, if not the whole of this loss, was caused by the Horatio's fire; and, indeed, the French commanding officer refused to deliver up his sword except to Captain Scott. The Junon's foremast fell soon after she had surrendered, and her damages were very extensive. Being nearly a new ship, she was added to the British navy under the same name. Lieutenant Dixon, senior of the Horatio, was promoted to the rank of commander, and the naval medal has been granted for that ship also.

On the 14th of February, the 38-gun frigate Belle Poule, Captain James Brisbane, chased the French frigate-built 26-gun store-ship Var, and drove her for protection under the fortress of Velona, in the island of Corfu. On the 15th

the Var was attacked at her anchorage, and after a slight resistance hauled down her colours, the crew escaping to the shore. The prize measured 770 tons, and, under the name of Chichester, was added to the British navy.

On the night of the 28th of February, the British 12-pounder 32-gun frigate Proserpine, Captain Charles Otter, watching the French fleet in Toulon, was captured by four frigates, after a most gallant resistance and using every practicable means of escape. Out of 211 men and boys, which comprised at the time the crew of the British frigate, she had one seaman killed and ten wounded, one mortally.

On the 24th of February, Martinique was surrendered to the undermentioned British force :—

Guns.	Ships.	
98	Neptune ..	Rear-Adm. Hon. Sir Alex. Inglis Cochrane, K.B. (red)
		Captain Thomas F. Pinto
74	Pompée ..	Commodore George Cockburn
	York	Captain Robert Barton
	Belleisle ..	,, William Charles Fahie
	Captain ..	,, James Atholl Wood
64	Intrepid ..	,, C. J. W. Nesham.

Frigates, &c.—Acasta, P. Beaver; Penelope, John Dick; Ethalion, Thos. Cochrane; Æolus, Lord Wm. Fitzroy; Circe, F. A. Collier, Ulysses, Edw. Woolcombe; Cleopatra, S. J. B. Pechell; Gloire, James Carthew; Eurydice, James Bradshaw. Sloops, &c.—Cherub, T. T. Tucker; Fawn, Hon. Geo. A. Crofton; Goree, Com. R. Spear; Pelorus, Thos. Huskisson; Star, Wm. Paterson; Stork, G. Le Geyt; Amaranthe, E. P. Brenton; Demerara, W. Dowers; Eclair, G. J. Evelyn; Forester, John Richards; Frolic, T. Whinyates; Liberty, John Coode; Pultusk, Geo. Pringle; Recruit, Chas. Napier; Wolverine, John Simpson; Snap, J. P. Stewart; Express, Wm. Malone; Haughty, John Mitchell; Swinger, Fras. Bligh; Mosambique, Wm. Atkins; Port d'Espagne, David Kennedy; Suriuam, John Lake; Ringdove, Geo. Andrews; Bellette, Geo. Saunders; Bacchus, C. D. Jeremy; Subtle, Chas. Brown.

To the above was added a fleet of transports, containing about 10,000 troops, commanded by Lieutenant-General Beckwith. Six seamen were killed and nineteen wounded while serving on shore with the military. The naval medal is granted for all the abovenamed ships.

On the 24th of February, a British squadron, consisting of the following—

Guns.	Ships.	
74	Cæsar	Rear-Adm. Hon. Robert Stopford (blue)
		Captain Charles Richardson
	Defiance ..	,, Henry Hotham
	Donegal ..	,, Peter Heywood (acting)
38	Amelia ..	,, Hon. Frederick P. Irby

drove on shore and destroyed, under the powerful batteries of the town of Sable d'Olonne, the three French 40-gun frigates Italienne, Calypso, and Cybèle. The Defiance and Donegal alone sustained any loss, the former having had two men killed and twenty-five wounded, and the latter one killed and six wounded; but all the ships suffered materially in masts and yards by the fire of the batteries. The loss sustained by the frigates amounted in the whole to twenty-four killed and fifty-one wounded. In the previous chase of the French frigates, the Amelia was distinguished.

After performing this important service, Rear-Admiral Stopford returned to his station off the Chasseron light-house, and discovered at anchor in Basque Roads[1] the

[1] Previously to the Basque Roads affair, Captain Lucius Hardyman, in the Unicorn, had command of the in-shore squadron. The French, in order to drive away such an obstruction to their coasting trade, commenced erecting mortar batteries, which induced the first lieutenant of the Unicorn (Samuel Roberts) to volunteer to go in and destroy the enemy's works, although it was well known that a number of troops and four gun-boats were employed protecting the engineers. The boats of the squadron were signalled to rendezvous at the point of attack; but by mistake all took the wrong direction, and proceeded in for Oleron Lighthouse. With the Unicorn's boats alone, Roberts pushed on, expecting to be joined by the others. On arriving at the point, he found nine instead of four gun-boats drawn up in line abreast. To have boarded would have been madness; but a retreat was not relishable, and the boats drew up within pistol-shot of the enemy, waiting the arrival of reinforcements; neither party fired, and the suspense was borne for a quarter of an hour, when, finding no succour at hand, the launch opened fire from her carronade, and the gun-boats a fire of musketry. The French gun-boats, each armed with a long gun in the bow, and swivels at their gun-wales, and full of soldiers, returned the fire with interest; and a retreat was inevitable, but Roberts effected this with great skill and bravery. The launch being towed by the other boats, kept up a smart fire, which prevented the gun-boats from boarding; and in this manner a running fight took place, and continued until within a mile of the Unicorn. Lieutenant Hamilton's head was carried off by a cannon-shot, and one of the barge's crew (the barge commanded by T. L. P. Laugharne, mate), killed; several men were wounded.—*Marshall.*

following ships, which were commanded by Rear-Admiral Willaumez :—

Guns.	Ships.	Guns.	Ships.
120	Océan	74	Aquilon
80	Foudroyant		Régulus
	Varsovie		Cassard
74	Tourville		Jemappes
	Jean Bart		Patriote
	Tonnerre	50	Calcutta (*flûte*)

40-gun frigates Pallas and Hortense.

On the 26th, in moving this squadron to Aix Roads, the Jean Bart got on the Palles Shoal and was totally wrecked.

On the 25th of February, Rear-Admiral Stopford was joined by Captain Beresford in the 74-gun ship Theseus, with the Revenge, Hero, Triumph, and Valiant, Captains Hon. Charles Paget, James Newman Newman, Sir Thomas Masterman Hardy, and Alexander Robert Kerr. With the before-named eight sail of the line, and the frigates Amelia, Amethyst, Naiad, and Emerald, Captains Irby, Seymour, Thomas Dundas, and Maitland, and 18-gun sloop Dotterel, Commander Anthony Abdy, Rear-Admiral Stopford continued blockading the above force until the 7th of March, when Admiral Lord Gambier arrived and took the command. Some changes and additions having taken place, it will be as well to give a complete list of the British ships assembled in Basque Roads on the 17th of March :—

Guns.	Ships.		
120	Caledonia	Adm. Lord Gambier (blue)	Captain Sir Harry Neale, Bart.
		,,	William Bedford
80	Cæsar	Rear-Adm. Hon. Robt. Stopford (blue)	Captain Charles Richardson
	Gibraltar	,,	Henry L. Ball
74	Hero	,,	James N. Newman
	Donegal	,,	Pulteney Malcolm
	Resolution	,,	George Burlton
	Theseus	,,	John P. Beresford
	Illustrious	,,	William R. Broughton
	Valiant	,,	John Bligh
	Bellona	,,	Stair Douglas
	Revenge	,,	Alexander Robert Kerr

On the 19th Lord Gambier received an intimation from the Admiralty that an attempt was to be made to destroy

the enemy's fleet by fire-ships, and that twelve transports would be fitted for that purpose and sent to him, together with several bomb-vessels. Captain Lord Cochrane, who had just arrived at Plymouth from the Mediterranean, was appointed to conduct the expedition, under the orders of Lord Gambier; and on the 3rd of April, in the Impérieuse, joined the fleet in Basque Roads. Some delay taking place in the arrival of fire-ships, eight transports were selected for this purpose, and the cargoes of three captured *chasse-marées*, consisting of tar and resin, applied to this use. The Mediator store-ship was also fitted as a fire-ship; and three explosion-vessels, of a most destructive nature, were equipped under the immediate inspection of Lord Cochrane. Between the 6th and the 12th, the Ætna and fire-ships, and a transport laden with Congreve rockets, and having Mr. Congreve on board, arrived; when the frigates and smaller vessels now with the fleet were as follow :—

Guns.	Ships.		
38	Indefatigable	Captain	John Tremaine Rodd
	Impérieuse	"	Lord Cochrane
36	Aigle	,,	George Wolfe
	Emerald	,,	Fred. Lewis Maitland
	Unicorn	,,	Lucius Hardyman
32	Pallas	,,	Geo. Fran. Seymour
	Mediator (*flûte*)	,,	James Wooldridge
18	Beagle	,,	Francis Newcombe
	Dotterel	Com.	Anthony Abdy
	Foxhound	,,	Pitt Burnaby Greene
10	Lyra	,,	William Bevians
	Redpole	,,	John Joyce
Bombs	Thunder	,,	James Caulfield
	Ætna	,,	William Godfrey
14	Insolent	Lieut.	John Row Morris
12	Encounter	,,	James Hugh Talbot
	Conflict	,,	Joseph B. Batt
	Contest	,,	John Gregory
	Martial	,,	William Walker
	Fervent	,,	John Edward Hare
	Growler	,,	Richard Crossman

Schooner Whiting, Lieutenant Henry Wildey. Hired armed cutters Nimrod and King George, Mates Edward Tapley and Thomas Mekeek.

The French fleet was now commanded by Vice-Admiral Allemand, who anchored the ships in a double line with their heads to the north-east. The van ship of the outer line bore

due south of the battery on the southern point of the Isle d'Aix, and was distant from it 640 yards. The two lines were about 250 yards distant from each other, and 170 yards between the ships of their own line. At about 700 yards in advance of the outer or northernmost line were the three frigates Pallas, Hortense, and Indienne.

The following elucidation of the positions occupied by the ships may be serviceable :—

Indienne. Hortense. Pallas.
Foudroyant. Varsovie. Océan. Régulus. Cassard. Calcutta.
Tonnerre. Patriote. Jemappes. Aquilon. Tourville. Elbe.

At the distance of 110 yards in front of the line of frigates, a boom half a mile in length, composed of the largest cables, which were floated by buoys, was thrown across the channel leading from Basque Roads to the anchorage of Aix, and moored by the heaviest anchors to be procured, having its northern extremity within 100 yards of the rocks, which lay off the southern end of Aix. The line-of-battle ships were so moored that the broadside of each bore upon the boom. We here insert a sketch of the scene of warfare.

The batteries protecting the anchorage mounted upwards of thirty guns (36-pounders), and several mortars. The French ships were fully prepared for the threatened attack, and a large number of boats and armed launches assembled near the boom every night to be ready to tow away the fire-ships and to protect the boom. The ships were all lying with their topgallant-masts on deck, topmasts struck, and sails unbent.

On the 11th of April the Impérieuse anchored near the Boyart shoal, and the Aigle, Unicorn, and Pallas a short distance to the north-west of the Impérieuse, to be in readiness to receive the crews of the fire-ships on their return, and support the boats of the fleet appointed to accompany the fire-ships. The Whiting, King George, and Nimrod, which had been fitted for throwing Congreve rockets, also took up a position near the shoal. The Ætna was placed near the north-west of Aix, covered by the Indefatigable and Fox-hound. The Emerald, Beagle, Dotterel, Conflict, and Growler were stationed at the east end of the island, to create a diversion, and the Redpole and Lyra, with ligpts hoisted which were screened from the enemy's view, were stationed one near the shoal at the north-west of the island, and the other close to the Boyart shoal, to direct the fire-vessels in their course to the attack. The line-of-battle ships were in Basque Roads, about seven miles from the French fleet.

About 8h. 30m. P.M., the night being very dark, the wind blowing strong from north-west, and the tide running two and a half miles an hour, the Mediator and other fire-vessels cut their cables and made sail. One of the explosion-vessels was swept from the stern of the Impérieuse by an early abandoned fire-ship ; but the remaining two—one conducted by Lord Cochrane in person, assisted by Lieutenant William Bissell and four seamen—proceeded towards the Isle of Aix, and when within three-quarters of a mile of the French line were ignited. Each vessel containing 1,500 barrels of powder started into puncheons up-headed, and secured together by cables passed round them, and jammed together with wedges, having moistened sand rammed down between them, and on the top of this mass of gunpowder lay more than 300 live shells and many thousand hand-grenades.

Many of the fire-ships were ignited and abandoned too early, but others were admirably conducted, and especially the Mediator. This ship, moving rapidly by the strength of the wind, and a tide running nearly four knots, broke the boom, and opened a clear passage for her followers. So determined was her gallant captain to do the work effectually, that himself and his crew were nearly falling sacrifices to his perseverance. The gunner, James Segges, was killed; and Captain Wooldridge, Lieutenants Nicholas B. Clements and James Pearl, and one seaman were blown out of the ship; they were picked up, the three latter slightly, but Captain Wooldridge severely scorched. On board the other fire-ships two seamen were killed belonging to the Cæsar; and acting Lieutenant William Flintoft and one seaman died from fatigue in the boat. Masters' mates Richard Francis Jewers and John Conyers, of the Gibraltar, were both severely scorched by powder. Among those who waited the proper time before setting fire to the trains of their vessels were Captains Wooldridge (above mentioned), Newcombe, of the Beagle, and Joyce, of the Redpole; and Lieutenant John Cookesley, of the Gibraltar: all of whom were exposed to imminent danger in their endeavours to regain the advanced frigates, having to pull against a strong tide and heavy head-sea, exposed to the fire of the enemy and flight of the Congreve rockets, which took every direction. The boats of the fleet, under direction of Rear-Admiral Stopford, had been ordered to support the fire-ships, and were assembled alongside the Cæsar for that purpose; but, in consequence of the boisterous state of the weather, the rear-admiral did not think it expedient to proceed with them. The sky soon became illumined by the glare of so many burning objects; the flashes of the guns from the forts and enemy's ships, the flights of shells and rockets from the fire-vessels, conspired to form a scene of the most awfully grand description. At the commencement of the attack, the wind was so strong that the explosions of the fire-vessels were not heard on board the British fleet; but the effect of the heavy firing after a time lulled it considerably.

At about 9h. 30m. one of the fire-vessels exploded close to the boom, about 120 yards from the Indienne, and ten

minutes afterwards a second, much closer to her, blew up. At 9h. 45m. the Mediator broke through the boom, and became a target for the French ships; and the frigates in advance cut their cables and made sail. The Hortense passed to windward of some of the fire-ships, into which she discharged several broadsides, after which she ran down with her consorts to the rear of the line-of-battle ships. A fire-vessel fouled the Régulus, and remained attached for a quarter of an hour, but the ship escaped without material injury. The Océan cut to avoid a fire-ship, but while aground the fire-ship grappled her, and in this situation the Tonnerre and Patriote also got entangled. By great exertion the fire-vessel was boomed off, but more than fifty men were lost in effecting it. Such was the terror inspired by the approach of the flaming vessels, that every French ship, except the Foudroyant, cut or slipped their cables. The Cassard, however, brought up again; but at midnight thirteen French ships were aground, and at daylight on the 12th their situations are thus described:—Océan on the mud, about half a mile south-east of her former anchorage; Varsovie and Aquilon, about 500 yards south-west of the Océan, on a bed of rocks called the Charenton. Near to these were the Régulus and Jemappes. The Tonnerre was aground on a sand-bank, 200 yards to the eastward of the rock of Pontra, and between the isles of Madame and Enet. This ship since 2h. A.M. had thrown all her guns, except ten 36-pounders, overboard, and had cut away her mainmast; but had already bilged. Close to the wreck of the Jean Bart, on the extremity of the Palles, lay the Calcutta. The Patriote and Tourville were on the mud on the north side of Madame, near the channel of the Charente. The Indienne lay about three-quarters of a mile to the eastward of the Océan, upon the mud off Enet. The frigates Hortense and Elbe were on the Fontenelles, and the Pallas upon the mud near the entrance of the Charente. All the grounded ships, especially those on the Palles, were upon the heel, and most of them appeared in a very desperate situation.

The falling of the tide obliged the Impérieuse at daylight to weigh and stand out; Lord Cochrane them made the following telegraphic signals to the Caledonia, lying in Basque Roads. At 5h. 48m: "Half the fleet can destroy the

enemy; seven on shore." At 6h. 40m.: "Eleven on shore." At 7h. 40m.: "Only two afloat." At 9h. 30m.: "Enemy preparing to heave off." As soon as the tide served, the Impérieuse re-anchored close to the Boyart shoal, the south end of Isle d'Aix bearing about south-east.

At 9h. 30m. Lord Gambier telegraphed to the fleet: "Prepare with sheet and spare cables out of stern ports, and springs ready." At 9h. 35m. the signal was made to weigh, and for the captain of each ship to repair on board the Caledonia. At 10h. the captains returned to their respective ships, which, at 10h. 45m., with a light air of wind from the north-west, weighed. At 11h. 30m. the fleet re-anchored at the distance of three miles from Isle d'Aix, and about six miles from the grounded ships. The Valiant, Bellona, and Revenge, with the frigates and sloops, were then ordered to anchor as close as possible to the Boyart shoal, to be ready to support the bomb-vessel and gun-brigs in bombarding the enemy's ships. Observing this movement, the Foudroyant and Cassard cut their cables and made sail for the Charente; but both ships ran aground near the castle and a little to the southward of Point Fouras. As the flood-tide made, all the ships that had grounded righted, and their crews were using every exertion to get them again into deep water.

Lord Cochrane observing that the enemy's ships were, one by one, getting afloat, and that the Calcutta, Varsovie, and Aquilon, which lay in the most eligible positions for an attack, were carrying out anchors, unwilling to lose the reward of his preceding night's successful labours, got underweigh in the Impérieuse, and, without waiting for orders, dropped down with the tide towards the enemy. At 1h. 30m. P.M. Lord Cochrane ordered sail to be made and to steer for the grounded ships on the Palles. His lordship then made the signal 405 to the admiral, "The enemy's ships are getting under sail;" and ten minutes afterwards, 378, "The enemy is superior to the chasing ship." At 1h. 45m. No. 364, "The ship is in distress and requires immediate assistance." The intention of these signals was obviously to induce Lord Gambier to order some of the ships near him to the assistance of the Impérieuse, thus single-handed advancing upon the enemy.

At 2h. P.M. the frigate anchored near the Palles shoal in five fathoms, and having brought her broadside, by means of springs, to bear upon the Calcutta's starboard quarter, commenced firing on that ship, and occasionally with her bow and forecastle guns at the Varsovie and Aquilon. Lord Cochrane perceiving that the shot from the carronades of the Insolent, Growler, and Conflict, which had followed him, fell short of the Impérieuse, directed some of the frigate's main-deck guns to be fired at or near to them. The hint answered the purpose, and the brigs took a nearer position, but still remained outside the Impérieuse. About this time the Jemappes, Patriote, and Régulus succeeded in heaving off the bank; but grounded again on the mud at the entrance of the Charente. It was then high water, and the Océan was afloat; but this ship also grounded again, about 700 yards nearer the channel of the river.

At a little past 2h. Lord Gambier made the Indefatigable's signal to weigh, and shortly afterwards the remaining frigates and smaller vessels were ordered to proceed to the assistance of the Impérieuse. At about 2h. 30m. the Valiant and Revenge also got underweigh, and proceeded towards the scene of action. At 3h. 20m., on the near approach of the Indefatigable and other ships, the Calcutta ceased firing; and, as the crew were observed abandoning her, Lord Cochrane sent a midshipman alongside to take possession. Ten minutes afterwards the Indefatigable anchored on the inner and starboard quarter of the Impérieuse, and directed her fire at the Calcutta; but, being hailed by Lord Cochrane and informed that the ship had already surrendered, her guns were turned upon the Varsovie and Aquilon. The Aigle, Emerald, and Unicorn took their stations ahead of the Indefatigable. In a short time the Pallas brought up ahead of the other frigates, the Valiant close astern of the Indefatigable, and the Revenge about 700 yards to the north-east of the Impérieuse. The British squadron, thus formed in a crescent, opened a heavy and destructive fire on the Varsovie[1] and Aquilon, both of which, at 5h. 30m., gave

[1] Lieutenant Samuel Roberts, of the Unicorn, distinguished himself in the following manner:—At intervals, as the smoke cleared away, Captain Hardyman observed the crew on board the Varsovie endeavouring to strike the colours, entangled at the mizen-peak. The Unicorn's fire

token of submission by shewing an English union-jack in the mizen chains. About this time the Theseus anchored between the Revenge and Valiant. At 6h. the Tonnerre, lying just out of range of the Revenge, was set on fire by her crew, all of whom landed safely on Isle Madame; and at 7h. 30m. that ship blew up. The Calcutta was set on fire by a midshipman of the Impérieuse, and at 8h. 40m. this ship, having a quantity of powder and ordnance stores in her hold, blew up with a tremendous explosion.

The Revenge and Impérieuse were the only British ships which sustained any loss in attacking the grounded ships. The Revenge had two marines killed, and Lieutenant James Garland, five seamen, and nine marines wounded. The ship was hulled in several places, and her rigging and sails were much cut. The Impérieuse suffered in her sails and rigging, and had three seamen killed; Assistant Surgeon Gilbert, Mark Marsden, purser, seven seamen, and two marines wounded. It is remarkable, that although the batteries of Aix and Oleron kept up a constant fire of shot and shells, and the wind was so light that the progress of ships under all sail did not exceed two knots an hour, the Revenge and Indefatigable were the only British ships of the fourteen engaged that suffered at all from them.

The captain of the Aquilon was killed by the side of Lord Cochrane in the boat of the Impérieuse, by a shot from the guns of the burning Tonnerre. The Varsovie had upwards of 100 men killed and wounded; but the Aquilon's loss was slight, owing to the precaution of her captain, who directed her crew to lie down when he found that he could not return the enemy's fire.

As the Océan, Cassard, Régulus, Jemappes, Tourville, and Indienne were all lying aground at the entrance of the Charente, three transports were hastily converted into fire-ships, and at 5h. 30m. P.M. Rear-Admiral Stopford got

ceased, but the other frigates continued their fire. Roberts pushed off in the gig, boarded the ship through a lower-deck port, and, accompanied by John Newton, the coxswain, made his way (although the crew were still at quarters) to the poop. Finding an English jack lying among other flags, and amidst a heap of killed and wounded, he sent the coxswain to the mizen-topmast-head with the flag in his hand. The firing immediately ceased, and the French captain and his officers delivered up their swords to Lieutenant Roberts.—*Marshall.*

underweigh with the Cæsar, accompanied by the three fire-ships and the launches of the fleet, fitted to throw Congreve rockets, and stood towards Aix Roads, receiving from the batteries of Aix and Oleron a passing but ineffectual fire. At 7h. 40m. the Cæsar took the ground on the southern extremity of the Boyart shoal. The Valiant had grounded half an hour previously, and, as the tide was ebbing at the time, these ships did not float again until 10h. 30m. P.M. The Revenge found out a safe anchorage in five and a quarter fathoms water at the lowest ebb, where there was room for six sail of the line, and it was in endeavouring to reach this anchorage that the Valiant grounded. The Indefatigable and Impérieuse also grounded, but got off again without damage. About 8h. all the remaining frigates and brigs, except the Impérieuse, weighed and anchored along with the Revenge in the Mamusson passage.

At 2h. A.M. on the 13th, the wind shifted to south-west, of which Rear-Admiral Stopford determined to take advantage, and return from a position where his ships were environed with shoals, and prevented from acting with effect. Accordingly the Cæsar weighed, and at 4h. A.M. anchored in Little Basque Roads. The rear-admiral committed the direction of the fire-ships to Captain Bligh; but, owing to the state of the wind and weather, nothing could be done with them at that time. The Aquilon and Varsovie, in possession of the British, being considered immovable, were set on fire. In the darkness and confusion these burning ships were taken for British fire-ships, and many ships commenced firing upon them; the captain of the Tourville was so alarmed by them, that he abandoned the ship after setting her on fire in two places. At daylight, however, Captain Lacaille perceiving his mistake, and that the ship had not suffered by his own rashness, and that the British ships were on their return to the Basque Roads, ventured back to his ship with about 250 men.

At 5h. A.M. the Valiant, Theseus, Revenge, Indefatigable, Aigle, Unicorn, and Emerald, weighed by signal from the Cæsar. While the Impérieuse was passing the Indefatigable, Lord Cochrane proposed to Captain Rodd, that if the Indefatigable would go on one quarter of the Océan, he in the Impérieuse would take the other. This Captain Rodd

declined, alleging as his reason, that he should not be justified in acting without orders, in the presence of two senior officers, Captains Bligh and Beresford. At 6h. 30m. the Impérieuse and Pallas, the latter by direction of Lord Cochrane, anchored together with the Beagle and gun-brigs in the Mamusson passage, and as soon as the tide served, the brigs and bomb-vessels were directed by Lord Cochrane to stand in shore, and attack the nearest ship aground at the entrance of the Charente intending to follow with the frigates as soon as the rising of the tide would permit him. At 11h. the Beagle, Ætna, Fervent, Growler, Conflict, Contest, and Encounter, with the rocket cutters Nimrod and King George, came to anchor and commenced firing upon the Océan, Régulus, and Indienne. The Beagle, in the most gallant manner, took a position upon the three-decker's quarter, and continued to ply her guns for five hours; but unfortunately the strength of the wind and tide prevented the two frigates from co-operating. The Ætna split her 13-inch mortar, and at 4h. P.M. the falling tide rendered it necessary for the Beagle and gun-brigs, as well as for the bomb, to return to their former anchorage, exposed in their retreat to a heavy fire from the batteries. The Océan was the principal object of attack, but the Régulus, Indienne, Tourville, Cassard, and Jemappes, had some share in the engagement.

On the 14th, at 2h. 30m. A.M., the Tourville got afloat, and entered the Charente, but soon afterwards ran on shore near Fouras. The Océan having also floated, again grounded near the Tourville; but the Patriote, Hortense, Elbe, and Pallas got off and ascended the Charente, beyond the reach of attack. At 9h. A.M. the Impérieuse was recalled by signal from the admiral, and Lord Cochrane was superseded in the command of the Aix flotilla by Captain Wolfe, of the Aigle. At 4h. 30m. P.M. the Impérieuse weighed accordingly, and stood towards Basque Roads, and on the next day sailed for England, having on board Captain Sir Harry Neale, with Lord Gambier's despatches.

The Océan having thrown overboard nearly half her guns, was after much labour forced through the mud, to the distance of 500 yards, and eventually anchored off Pointe des Barques. The Cassard was also got off, and reached a place

of safety; but, on the 15th, the Foudroyant, Régulus, Tourville, and Indienne, remained aground at the mouth of the Charente. The latter, on the 16th, was set on fire by her own crew, and destroyed. On the 17th, the Foudroyant and Tourville entered the river. On the 19th, the Régulus alone remained aground, and the Thunder arrived in Aix Roads, with the intention of destroying her; but the violence of the weather would not permit the attack to be made. On the 20th, attempts were made to destroy the French ship, which were repeated for several days without success. At daylight on the 29th, the spring tides having again set in, the Régulus floated, and joined her friends at Rochefort; after which the Caledonia quitted Basque Roads and returned to England.

The affair at Basque Roads was not doomed to terminate on the 29th of April. The first lord of the Admiralty, having determined to move a vote of thanks to Admiral Lord Gambier, and the captains, officers, and seamen employed in the fleet on the occasion of the destruction of the French ships, received a notification that it was the intention of Lord Cochrane, who was a member of parliament, in the event of his doing so, to move an amendment. This having been signified to Lord Gambier, that officer had no other course than to demand a court-martial, which accordingly assembled: the result was, that, after a lengthened investigation, Lord Gambier was most honourably acquitted. In the face of this acquittal, however, public opinion remained much divided, and endeavours were used, by many of those employed, to shift the onus of the partial want of success to another's shoulders. The appointment of Lord Cochrane to conduct the expedition in the first instance gave great dissatisfaction to the many gallant and distinguished officers serving in the squadron. This gave rise to a want of unanimity; consequently, the admiral felt disposed to consider Lord Cochrane as grasping at too much authority; and, on the other hand, the captain considered that many difficulties remained in his way, which it was in the power of the admiral to remove.

The charges brought against Lord Gambier were made entirely by Lord Cochrane; and during the evidence adduced on the part of the defence and prosecution, the

following were the opinions given by the different witnesses: Rear-Admiral Stopford, in answer to the question whether, when the Impérieuse made the signal that the enemy's ships were on shore, and that the fleet might destroy them, he would with his experience have thought it prudent or proper to send or lead the fleet in for that purpose, said, "In my opinion, the dislodgement from the anchorage of the enemy's ships by fire-ships removed but a small part of the obstacles. With the wind as it then was (strong from the north-west), and the broadsides of the enemy's ships still commanding the approaches, we should have been so crippled in going into and in working out of the passage a little more than a mile in breadth, that I think I should not have risked the ships, had they been under my command."

Captain Pulteney Malcolm said (in answer to the question, whether he thought the ships ought to have gone in before the three French ships which commanded the channel had left their positions on the Palles shoal), "Had it appeared to me that there was no other chance of destroying those ships than by such an attack, it ought to have been made." "Certainly there was not a delay, on the part of the admiral, of more than half or three-quarters of an hour. This was the only time which could possibly be called delay."

Captains Burlton, Ball, and Newman, were not aware of any blame attaching to Lord Gambier.

Captain Broughton "thought it would have been more advantageous, had the line-of-battle ships, frigates, and small vessels, gone in at half-flood, between eleven and twelve o'clock, and conjectured that the discomfited French ships would have made very little resistance."

Captain George Francis Seymour said, "I have my doubts whether line-of-battle ships would have succeeded by going in. There was water sufficient for them to have gone in at eleven o'clock. It was a point where the discretion of the commander-in-chief might be fairly used. I confine myself to the depth of water."

Captain Francis Newcombe stated, "The risk, I think, as the wind and tide were, was rather too great; and our want of the perfect knowledge of the anchorage further to the southward between the Palles and Oleron;"—and he

thought that everything had been done that was practicable.

Captain Alexander R. Kerr and Captain Beresford said that there was no blame to be attached to the conduct of Lord Gambier.

The sketch of the anchorage and shoals given in a foregoing page will, however, we think, be the best apology for Lord Gambier, especially as the exact positions of them were unknown to the most experienced men on board the British ships; and when it is borne in mind that uncertain currents and eddies and variable winds for the most part prevailed on the day after the ships had been driven on shore, the loss which in all probability would have resulted from the employment of line-of-battle ships in such dangerous soundings might have more than counterbalanced the injury inflicted upon the enemy. The thanks of parliament were eventually given, and those serving in the ships have been awarded the naval medal.

On the 15th of March, the boats of the Arethusa, Captain Robert Mends, were sent away, under the orders of Lieutenant Hugh Pearson and Lieutenant of marines Octavius Scott. At daylight the party landed, and destroyed more than twenty guns mounted on the batteries of Lequito, on the north coast of Spain. The French guard threw down their arms and begged for quarter. Three men were wounded in the performance of this service. On the 16th, the same party captured a number of *chasse-marées* in the river Andero, and destroyed their cargoes. On the 20th, Lieutenant Elms Steele, of the same ship, landed with a party of seamen and marines, and destroyed the guns at Baigno, during which time Lieutenant John Fennel, of the marines, and John Elliot, purser, destroyed the signal-posts. Lieutenant Pearson on the same day destroyed the guns at Paissance.

On the 1st of April, in the evening, the boats of the 28-gun frigate Mercury, Captain the Honourable Henry Duncan, were despatched under the orders of Lieutenant Watkin Owen Pell, assisted by Lieutenant Robert J. Gordon, the master, Richard Hildyard; Lieutenant of marines James Whylock; the carpenter, Jeremiah Crawley; George Anderson, captain's clerk; Midshipmen John Sterling, John Wilkes, William Parker, and Charles Adam, and acting

Surgeon Robert Williams, to cut out from the port of Rovigno, on the coast of Istria, two gun-boats moored close to two heavy batteries. The Léda, one of the boats, mounted one 24-pounder and six large swivels. Although fully prepared with boarding nettings triced up, she was carried; but a fog coming on, deranged the plan of attack, and put a stop to further proceedings. The prize was towed out under the fire of five guns mounted on an island. In performing this service, one seaman was killed, and Lieutenant Pell (who had previously lost a leg)[1] wounded severely in two places, and three seamen slightly wounded. The Patriotic Fund Committee voted a sword, value fifty guineas, to Lieutenant Pell.

In the forenoon of the 5th of April, Cordouan lighthouse bearing east by north, distant about forty leagues, the 18-pounder 36-gun frigate Amethyst, Captain Michael Seymour, being on the larboard tack with the wind at east, observed a ship steering to the westward. The 36-gun frigate Emerald, Captain Frederick Lewis Maitland, being in company, but at some distance to the northward, joined in pursuing the stranger, which, on perceiving the two frigates, hauled to the wind on the larboard tack. The chase was the 40-gun French frigate Niemen, Captain Dupotel, laden with provisions for the Isle of France. At noon the Niemen was half topsails down from the deck of the Amethyst, and the pursuit continued with a slight advantage to the Amethyst throughout the day; but at sunset the chase was still hull down to windward, and consequently at dark was lost sight of.

Captain Seymour concluding that the stranger would resume her course to the westward on losing sight of her pursuers, at 9h. P.M. bore up south-west, under easy sail, the wind at the time blowing in squalls from east-north-east; and at 9h. 40m. discovered the object of his pursuit on the weather beam. The Amethyst immediately crowded sail in chase, whereupon the Niemen wore and hauled up south by west. At 11h. 30m. the Amethyst fired her bow guns, which were responded to from the stern chasers of the Niemen. At 1h. 15m. A.M. on the sixth, the Amethyst

See p. 2, *ante*.

having reached the larboard quarter of the Niemen, was enabled to fire a broadside, upon which the latter again wore. The Amethyst followed, and at 1h. 45m. ranged close alongside the enemy to windward. After an exchange of broadsides, the Amethyst, having shot ahead of the Niemen, bore up across her bows, raked her, and then hauled up on the same tack, and took her station on the French ship's starboard bow. At 2h. 45m. the Niemen fell on board the Amethyst on her starboard beam and quarter; but in a few minutes got clear, and, wearing, bore up south-west. About 3h., the Amethyst having again obtained a position on the larboard and weather beam of the Niemen, renewed the action, and shortly afterwards the latter caught fire in the larboard hammock-netting; at 3h. 15m. her mizenmast and maintop-mast were shot away. The Niemen having caught fire in the maintop also, her mainyard was lowered half-way down the mast, so that she was wholly unable to make sail, and her guns offered a very ineffectual return to the animated fire of the Amethyst. At 3h. 25m., the Niemen having ceased firing, the Amethyst discontinued the action, and, bearing up under her opponent's stern, brought-to to leeward. At 3h. 30m. the Amethyst's main and mizen masts fell over the starboard quarter, and about the same time the Niemen's mainmast went by the board. Both ships then paid round off before the wind. The Arethusa, Captain Robert Mends, at 3h. 45m. joined from the eastward, and having approached within gun-shot on the Niemen's larboard quarter, the latter hoisted a light, and fired a shot at the Arethusa and another at the Amethyst; but on the discharge of a few of the Arethusa's foremost guns, the French frigate lowered the light in token of submission.

The Amethyst had two lieutenants and thirty-seven men absent in prizes, and out of the 222 men and boys, which were all she had on board, six seamen and two marines were killed, and Lieutenants of marines Henry Waring and Samuel Prytherch, her boatswain, Lacey, twenty-four seamen, and ten marines wounded. The Niemen mounted forty-six guns, and commenced the action with 319 men and boys; of whom forty-seven were killed and seventy-three wounded. The day after her capture the Niemen's foremast fell over

the side, and she was taken in tow by the Arethusa. The prize, being only nine months old, was a great acquisition to the navy, to which she was added under the same name.

There is a great similarity between this action and that of the Amethyst and Thétis,[1] in the manner of conducting t, in the comparative force of the combatants, and also n reference to the intrusion of a third party. It is quite evident, however, that in both cases the capture was virtually effected by the Amethyst. Captain Seymour was created a baronet of the United Kingdom, and the first lieutenant, William Hill, promoted to be commander. The naval medal is granted for this action.

A small squadron, under Captain Philip Beaver, of the Acasta frigate, having succeeded on the 14th of April in gaining possession of the rocky islands known as the Saintes, near Guadaloupe, a fire was opened from Morne-Russel upon three French line-of-battle ships at anchor in the roads beneath; in consequence of which, these, which were the 74-gun ships Courageux, Polonais, and D'Hautpolt, quitted their anchorage, and stood out to sea. The escape of the French squadron was immediately perceived by Commander Hugh Cameron, of the 18-gun ship-sloop Hazard, belonging to the in-shore squadron, and information was signalled to Rear-Admiral Sir Alexander Cochrane, who, with a squadron of five sail of the line, was blockading the port. Shortly afterwards the French ships were observed from the 74-gun ship Pompée, Captain William C. Fahie, and at 10h. P.M. that ship endeavoured to arrest the progress of the enemy; but, having a strong breeze in their favour, the ships were enabled to defeat the object. At 10h. 15m. the 18-gun brig Recruit, Commander Charles Napier, having got up with, gallantly opened fire upon the enemy's sternmost ship, and was soon afterwards closed by the 74-gun ship Neptune, bearing the rear-admiral's flag; but the latter again dropped astern. At 4h. A.M. on the 15th, the Recruit, by her superior sailing, again got close up with the enemy's rear ship, D'Hautpolt, and, assisted distantly by the Pompée, continued a galling fire upon her. A running action, in which all three French ships participated occasionally, was

[1] See p. 252, *ante*.

kept up throughout the day; but at 8h. P.M. the ships separated, each steering a different course. The Recruit and Pompée persevered in chasing D'Hautpoult, until the former, being disabled aloft, dropped astern. The frigates Latona and Castor, Captains Hugh Pigot and William Roberts, during the 16th, hove in sight and joined in the chase, and the latter very gallantly brought the French ship to action. On the morning of the 17th the French ship surrendered.

The Pompée, in her action, was very much disabled in masts and rigging, and her loss amounted to Edward Casey, boatswain, and eight men killed; Captain Fahie, William Bone, first lieutenant; Lieutenant of marines Charles Edward Atkins, and twenty-seven men wounded. The Neptune had one man killed and four wounded; Castor, one seaman killed and five wounded; and Recruit, the serjeant of marines wounded. So sensible was Sir Alexander Cochrane of Commander Napier's gallantry, that he appointed him to the prize, which, under the name of Abercromby, was added to the British navy; and his conduct was further marked by his promotion. The naval medal is awarded to those present in the Pompée, Castor, and Recruit.

On the 23rd of April, a squadron, consisting of the Spartan, Amphion, and Mercury, Captains Jahleel Brenton, William Hoste, and the Hon. Henry Duncan, anchored off the town of Pesaro. Captain Brenton not wishing to injure the town, then occupied by French troops, sent a flag of truce to demand the surrender of all the vessels in the harbour, to which an answer was returned by the French commandant to the effect that in half an hour he would decide. At the expiration of thirty-five minutes, observing the troops assembling in the streets, and the inhabitants dismantling the vessels, Captain Brenton ordered the flag of truce to be hauled down, and a shot to be fired over the town. Shortly afterwards the frigates and the gun and mortar boats of the squadron opened fire upon the tower At half an hour past noon, several flags of truce were hung out, and Captain Brenton made the signal for the firing to cease. Lieutenant George Wickens Willes, of the Spartan, having entered the harbour, learnt that the commandant had retreated with the military, when the boats of the squadron were despatched to bring out the vessels, and the marines,

under Lieutenant Thomas Moore, were sent to cover them. By 6h. 30m. P.M. thirteen vessels, deeply laden, were brought off. At 7h. the castle at the entrance of the harbour was blown up, and the British returned to their ships without having either sustained or caused any loss of life.

On the 26th of April, early in the morning, the 12-gun brig Thrasher, Lieutenant Josiah Dornford, weighed from Dungeness and stood over for Boulogne. Upon nearing the coast, forty sail of gun-vessels were observed coming out of the harbour, including six brigs and two schooners. The Thrasher, though only armed with 18-pounder carronades and two long 4-pounders, with a crew of sixty men, gallantly engaged the flotilla, and by her superior sailing was enabled to run along the enemy's lines, engaging both sides, while, from her position, the batteries could not fire upon her without endangering their own vessels. After engaging from 7h. A.M. till 2h. P.M., Lieutenant Dornford considered it prudent to withdraw from under the batteries; but not until he had succeeded in sinking three, driving six on shore, and compelling many others to return into port. Commander W. B. Dolling, in the 18-gun brig Trompeuse, arrived up at the close of the engagement, and reported Lieutenant Dornford's gallantry to Commodore Owen.

On the 2nd of May, the Spartan and Mercury chased two vessels into the port of Cesenatico (where several other vessels were observed), which was defended by two batteries and a castle. The coast being very shoal, the boats were sent ahead to sound, and the frigates succeeded in entering the port about noon. Having anchored within grape range of the battery, it was very soon silenced, when the boats under Lieutenant Willes landed and took possession of it, and turned the guns upon the town. In all twelve vessels were captured, the castle and magazine blown up, the battery destroyed, and the guns spiked. The British returned to their ships without any casualty.

On the 11th of May, the 38-gun frigate Melpomene, Captain Peter Parker, drove on shore a Danish 6-gun cutter at Huilbo, in Jutland, after which her boats were despatched under Lieutenants James H. Plumridge and George Rennie, which, covered by the fire of the frigate, boarded and effectually destroyed the vessel in the face of a galling fire

from the shore. Lieutenant Rennie, two seamen, and three marines were severely wounded.

On the 15th of May, the 32-gun frigate Tartar, Captain Joseph Baker, chased on shore near Felixburgh, on the coast of Courland, a Danish 4-gun sloop privateer; the crew of which, twenty-four in number, landed with their muskets, and joined by some country people, posted themselves behind the sand-hills near the beach, from whence they could annoy the boats in their approach. The Tartar's boats were notwithstanding sent away in charge of the first lieutenant, Thomas Sykes, assisted by Lieutenant Frederick A. H. Parker, in order to bring her off or effect her destruction. The boats boarded without opposition, and the guns of the privateer were immediately turned upon the party behind the sand-hills, which they quickly dislodged.[1]

On the 15th of May, Lieutenant Robert J. Gordon, of the Mercury, with a party of marines and a boat's crew, destroyed seven trabacculos in the harbour of Rotti, on the coast of Istria. Lieutenant Gordon was severely wounded by an explosion of gunpowder, but no other person was hurt.

On the 17th of May, in lat. 44° N., long. 11° 20′ W., the British 10-gun brig Goldfinch, Commander Fitzherbert Skinner, discovered the French 16-gun corvette Mouche, and at 3h. A.M. of the 18th, gallantly brought her to action. The long 8-pounders of the Mouche, at the distance she kept from her antagonist, were very much more than a match for the 18-pounder carronades of the Goldfinch; but a running action was continued till 7h. A.M., when the Mouche, with the head of her fore-topmast shot away, bore up, leaving the Goldfinch much cut up, and with the loss of three men killed and three wounded.

In the early part of May, a squadron, consisting of the 64-gun ship Standard, Captain Askew P. Hollis; 38-gun frigate Owen Glendower, Captain William Selby; and three

[1] Previously to this, one of the men had descended into the cabin of the vessel, where he found the end of a lighted candle fixed in an 18-pounder cartridge, from which a train was led into the magazine, and this was full of powder. With great presence of mind, the man extinguished the candle, by squeezing it between his hands, just as it had reached within half an inch of the powder, and but for this presence of mind all on board must, in another minute, have been blown to atoms.

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sloops, was detached by Vice-Admiral Sir James Saumarez, commanding in the Baltic, to effect the reduction of the island of Anholt. A party of seamen and marines, under the command of Captain Selby, assisted by Captain Edward Nicolls, of the marines, landed; and on the 18th, after a gallant resistance, in which one marine was killed and two wounded, the Danish garrison, consisting of 170 men, surrendered at discretion.

On the 23rd of May, at 10h. 30m. P.M., the 38-gun frigate Melpomene, Captain Frederic Warren, lying at anchor in the Great Belt, off Omoe Island, and nearly becalmed, discovered several large boats standing towards her. The frigate was cleared for action, and at 11h. P.M. commenced firing upon the enemy, now consisting of twenty Danish gun-boats. A light air springing up, the Melpomene cut and made sail to close her opponents, and the gun-boats retreating, a running action continued until 1h. 15m. A.M., when the latter succeeded in getting out of gun-shot. The Melpomene suffered much in her rigging and sails, and had five men killed and twenty-nine wounded.

On the 31st of May, while the 12-pounder 38-gun frigate Topaze, Captain Anselm John Griffiths, was cruising off the coast of Albania, nine vessels were observed lying at anchor in the Road of Demata, which is sheltered by a reef of rocks, and protected by the fortress of Santa Maura. Captain Griffiths despatched the boats under the orders of Lieutenant Charles Hammond, assisted by the acting master, George Garson, Lieutenants of marines Edward S. Mercer and William Halstead, and Masters' mates Henry P. Taylor and Robert B. Fenwick. Having to row along the outer edge of the reef, the boats were exposed to a galling fire of musketry, as well as after rounding the point of it; but, dashing on, they succeeded in boarding and bringing out all the vessels. This service was effected with the loss of one marine, who was killed, and one seaman wounded. Among the prizes were a xebeck of eight guns and six swivels, and a crew of fifty-five men; one cutter of four guns; a felucca, mounting three guns; and two gun-boats of one gun each.

on the 14th of June, in the morning, the 18-gun brig Scout, Commander William Raitt, discovering a convoy of

fourteen vessels, under the protection of two gun-boats, coming round Cape Croisette, made all sail in chase. It falling calm, Lieutenant Henry R. Battersby was despatched at 1h. P.M. with the boats, who drove seven sail into a harbour, three leagues to the eastward of the cape, where the boats followed. Lieutenant Battersby, being annoyed by the fire from the shore, landed and routed the enemy, and then stormed a battery, mounting two 6-pounders. In the mean time the remaining boats, with Lieutenant John Farrant, John Batten, master, and Master's mate Granville Thompson, pulled up the harbour and brought out the seven vessels, notwithstanding that they were secured to the shore by ropes from their mastheads and keels. The British had one man killed and five wounded.

On the 24th of June, Rear-Admiral George Martin, with the 80-gun ship Canopus, Captain Charles Inglis; 74-gun ships Spartiate and Warrior, Captains Sir Francis Laforey and William Spranger; 22-gun ship Cyane, Captain Thomas Staines; and 18-gun brig Espoir, Commander Robert Mitford, together with a flotilla of gun-boats and a fleet of transports with troops, anchored to the northward of the islands of Ischia and Procida, preparatory to an attack upon them. In the evening Captain Staines, in the Cyane, with the Espoir and twelve gun-boats, was despatched by the rear-admiral to take a station to the southward of the islands, to prevent reinforcements or supplies from being thrown in from the mainland.

On the 25th, at 8h. A.M., when lying at anchor two miles south by east of Procida, in company with the gun-boats, Captain Staines observed a French frigate, a corvette, and several gun-boats, coming out of Pozzuoli Bay, upon which he made the signal to weigh, and, having a light air from the northward, stood towards the enemy with his squadron. At 8h. 30m. the British opened a distant fire, which was returned by the French squadron, consisting of the French 44-gun frigate Cérès, 28-gun frigate Fama, and several gun-boats; but at 9h. 40m. the firing ceased, the enemy having stood in shore again. Ischia and Procida surrendered this day to the British forces.

On the 26th, at 6h. 25m. A.M., the Cyane and Espoir, with the British and Sicilian gun-boats, having been detached to

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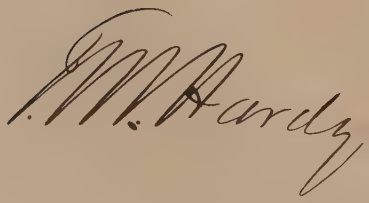

intercept a flotilla of gun-boats bound to Naples, the former commenced an attack upon them, just as the enemy's vessels rounded Cape Baia ; and by the prompt and vigorous fire of the Cyane, Captain Staines checked the progress of the flotilla, and enabled the combined gun-boats to close with and capture eighteen French gun-boats, and destroy four. The Cyane received twenty-three shot in her hull, had masts, yards, sails, and rigging much cut, and her loss amounted to two seamen killed ; David Jones, master's mate, mortally, and six seamen slightly wounded. On the same afternoon, observing a flag of truce on a battery near Point Messino, the British boats landed, spiked four 36-pounders, captured eighteen gun-boats, and destroyed four. At 7h. P.M. the Cyane, Espoir, and twenty-three Sicilian gun-boats, stood into Pozzuoli Bay, where the Cérès, Fama, and twelve gun-boats lay at anchor.

Remaining off the anchorage all the previous night, the Cyane, on the 27th, was becalmed near the shore, when a battery of four guns opened an annoying fire upon her. At 10h. A.M. Captain Staines embarked in one of the gun-boats, and, leading them to the attack, soon silenced the battery ; after which he landed, spiked the guns, destroyed the carriages, and threw a 10-inch mortar into the sea, returning to the ship without a casualty. At 5h. P.M. on the same day, the Cyane and Espoir lying becalmed in the offing, the French commodore weighed, and put to sea with the Cérès, Fama, and gun-boats, bound to Naples. At 6h. 50m., the Espoir and gun-boats being far astern, and Captain Staines observing that the Cérès was at some distance astern of the Fama and French gun-boats, determined if possible to bring her to action, and ordering the sweeps to be manned, gallantly pursued her, then not more than three miles from the Mole of Naples. At 7h. 20m. the Cyane got within pistol-shot of the Cérès, and commenced the action, which she continued for some time, although within range of the batteries, the corvette, and the gun-boats. At 7h. 30m. the Cérès was observed to receive a reinforcement of men from Naples. At 8h. 30m. the fire of the Cérès slackened considerably, and soon afterwards ceased. The Cyane being by this time within a mile and a half of the mole, and having expended all her powder, hauled off. Her sails were

cut to pieces, nearly all her standing and running rigging destroyed, fore and mizen masts badly wounded, more than forty round shot in her sides, and four guns were disabled. The Cyane's loss in killed and wounded consisted of one seaman and one marine killed; Captain Staines and the first lieutenant, James Hall (both dangerously),[1] Lieutenant John Ferrier, John Taylor, midshipman, eleven seamen, four marines, and one boy wounded. The Espoir (having latterly been able to take some share in the engagement), with the gun-boats, approached to the assistance of their crippled consort, and towed her out of the bay. The Cyane's armament consisted of twenty-two carronades (32-pounders) on the main deck, and eight carronades (18-pounders), and two long sixes on the quarter-deck and forecastle, with a crew of 175 men and boys; while her principal opponent, the Cérès, was an 18-pounder 40-gun frigate, fully manned. The naval medal has been granted to the survivors present on the 25th and 27th.

On the 19th of June, the boats of the 74-gun ship Bellerophon, Captain Samuel Warren, were sent away at sunset, to attack three vessels at anchor within the islands off Hango Head. The boats, under the orders of Lieutenant Robert Pilch, with Lieutenants John Sheridan and George Bentham, Lieutenant of marines Alfred O. Carrington, and — Mart, carpenter, met with no opposition in capturing the vessels; but it was found necessary, in order to prevent loss in returning, to attack a battery, which mounted four 24-pounders, and was garrisoned with 103 men. This, after a determined resistance, was carried in a very gallant manner, the Russians retreating to some boats on the opposite side of the island. The guns were then spiked, and the magazine destroyed. The boats returned to the ship, having only five men wounded.

On the 5th of July, at 3h. P.M., in latitude 43° 41′ north, longitude 34° west, the 20-gun corvette Bonne Citoyenne, Commander William Mounsey, being on her way from Halifax to Quebec, with the wind at south, descried on the lee

[1] Captain Staines's left arm was taken out of the socket; and he was also wounded in the side. Lieutenant Hall was promoted to the rank of commander a few months afterwards, which promotion, however, he did not live long to enjoy.

quarter a large frigate taking possession of a merchant ship. Notwithstanding the formidable appearance of the stranger (which was the French 36-gun frigate Furieuse, but armed *en flûte*, and mounting two long 18 and six long 8-pounders, and twelve carronades, 36-pounders, total twenty guns), the Bonne Citoyenne immediately wore in chase. The Furieuse, observing the approach of the British ship, abandoned the merchant vessel, and bore up. At sunset the two ships were about five miles apart, and during the night the Furieuse was lost sight of, but at 3h. A.M. on the 6th, was again seen on the larboard quarter. The Bonne Citoyenne immediately hauled up, and made sail in chase. At 9h. 21m. A.M. the French ship hove to, and the Bonne Citoyenne commenced engaging within pistol-shot. The action was maintained for six hours and fifty minutes, when the Bonne Citoyenne, having taken a position athwart the bows of the Furieuse preparatory to boarding with all hands, the colours of the latter were hauled down at 6h. 16m. P.M. The corvette, in her gallant contest, had her fore and main top-gallant masts all shot away, three lower masts badly wounded, her standing and running rigging cut to pieces, and boats destroyed; but only one man was killed and five wounded. The Furieuse, at the conclusion of the action, had five feet water in her hold: her three top-masts were shot away, and her yards and lower masts in a tottering state. Her loss amounted, out of a crew consisting, with military officers and passengers, of 200 men, to thirty-five men killed; and her commander, Lieutenant Kerdaniel, two lieutenants, three midshipmen, and thirty-one seamen wounded. The two vessels met upon tolerably equal terms, as regarded armament; but the advantages derivable from tonnage were greatly on the side of the Furieuse, she measuring 1,090 tons, and the corvette 511 tons. On the 7th, taking her prize in tow, the Bonne Citoyenne proceeded to Halifax. On the 8th the main and mizen masts of the Furieuse fell, and thus disabled the two ships reached Halifax on the 2nd of August. The Furieuse was subsequently commissioned under the same name, and Captain Mounsey, whose post commission was dated the day of the action, was appointed to command her. The first lieutenant, Joseph Symes, was also promoted. Captain Mounsey mentioned in his official letter, in terms of high commendation, the second

lieutenant, Williams Sandom; the master, Nathaniel Williamson; the purser, John N. C. Scott; and two passengers, who volunteered their services, Messrs. John Black and Angus McAuley. The above is a naval medal action. The Furieuse had escaped from Guadaloupe on the 14th of June, in company with the frigate Félicité, also armed *en flûte*; and her consort was captured on the 17th, by the 38-gun frigate Latona, Captain Hugh Pigot, after a three days' chase.

On the 7th of July, a squadron, composed of the 74-gun ships Implacable and Bellerophon, Captains Thomas Byam Martin and Samuel Warren; 38-gun frigate Melpomene, Captain Peter Parker; and 18-gun sloop Prometheus, Commander Thomas Forrest, was cruising off the coast of Finland, when a Russian flotilla of eight gun-boats and several merchant vessels was observed at anchor under Hango Head. The gun-boats, each armed with two heavy long guns, and manned with forty-six men, had taken a most advantageous position for defence between two rocks, both of which were mounted with guns, from which a fire of grape could be poured on their assailants. It was nevertheless determined to attack the flotilla, and Lieutenant Joseph Hawkey, first of the Implacable, was appointed to command the boats (seventeen in number) of the four ships, containing 270 officers and men. Among the officers employed were the following:—belonging to the Implacable, Lieutenants William Houghton and Frederic Vernon, and Lieutenants of marines James T. Cracknell and James Clarke; Lieutenants Charles Allen, John Sheridan, and John Skekel, and Lieutenants of marines George Kendall and Alfred O. Carrington, of the Bellerophon; Lieutenant George Rennie, Lieutenant of marines Robert Gilbert, and Midshipman John B. Mounteney, of the Melpomene; and Lieutenant James Stirling, of the Prometheus. At 9h. P.M. the boats proceeded to the attack, and resolutely pushed on, regardless of the fire opened upon them, but without firing a musket until close alongside the gun-boats, when the British seamen boarded, and carried all before them.[1] Six of the gun-boats

[1] Lieutenant Hawkey, after boarding the first gun-boat, was killed by a grape-shot while in the act of boarding a second. The last words of this gallant young man were, "Huzza! Push on, England for ever!" Captain Martin, in his official letter, bears the following handsome testi-

were captured, one sunk, and one escaped; and twelve merchant vessels, laden with powder and provisions for the Russian army, and a large armed ship, were also captured.

Lieutenant Charles Allen, of the Bellerophon, being the next senior lieutenant, then assumed command of the party, and accomplished the service in the successful manner already described. The loss amounted to Lieutenants Hawkey and Stirling, J. B. Mounteney, midshipman, Benjamin Crandon, second master, eight seamen, and five marines killed; and M. Vesey, boatswain, twenty-five seamen, and eleven marines wounded. The Russians are reported to have had sixty-three men killed. Many escaped to the shore, and several perished in attempting to reach it; and of 127 prisoners taken, fifty-one were wounded. The naval medal has been awarded to those present in the boats upon this occasion.

On the 13th of July, Senegal capitulated to a British force, under Captain Edward Henry Columbine (the senior officer at Goree), consisting of the 32-gun frigate Solebay; 18-gun brig Derwent, Commander Frederick Parker; and 12-gun brig Tigris, Lieutenant Robert Bones; also a transport, containing 166 soldiers of the African corps, under Major Charles W. Maxwell, and a number of small vessels. The casualties attending this capture, though few, were of importance; Captain Parker, a gallant young officer, and one midshipman, were drowned in the surf, in endeavouring to cross the bar of the river; one lieutenant of troops died from fatigue, and one man was wounded by the enemy's fire. The Solebay was totally wrecked in the river.

On the 14th of July, Lieutenant Henry R. Battersby, at the head of a party of seamen, from the 18-gun brig Scout, Commander William Raitt, attacked a strong battery, which commanded the port of Carri, between Marseilles and the Rhone, and carried it without loss. For his gallantry on this and on several similar occasions, Lieutenant Battersby was promoted to the rank of commander in the ensuing

mony to the worth of this officer:—"No praise from my pen can do adequate justice to this lamented young man: as an officer, he was active, correct, and zealous, to the highest degree; the leader of every kind of enterprise, and regardless of danger, he delighted in whatever could tend to promote the glory of his country."

month of September. The above is a naval medal boat action.

On the 25th of July, the boats of the 74-gun ships Princess Caroline and Minotaur, Captains Charles Dudley Pater and John Barrett; 32-gun frigate Cerberus, Captain Henry Whitby; and 18-gun sloop Prometheus, were sent away, seventeen in number, in charge of Commander Forrest, of the latter vessel, to attack four Russian gun-boats and an armed brig, lying at Fredericksham, near Aspo Roads, in the Gulf of Finland. After dark, the boats, in which were Lieutenants James Bashford, John J. Callenan, Robert Pettet, John Simpson, Gawen Forster, and Thomas Finnimore, and Lieutenant of marines William Wilkins, departed on this service. At 10h. 30m. P.M. the attack began, and, after a desperate and sanguinary conflict, three of the gun-boats, each mounting two long 18-pounders, and having on board 137 men, together with an armed brig, were captured and brought off. The British loss was very severe, amounting to Lieutenant Callenan, Second Lieutenant of marines William Wilkins, Gordon Carrington, midshipman, and sixteen men killed; and Commander Forrest, Lieutenant Forster, George Elvey, Thomas Milne, and John Chalmers, midshipmen, and forty-six seamen and marines wounded. The Russians had twenty-eight killed and fifty-eight wounded. One of the gun-boats was so obstinately defended, that every man of her crew, forty-four in number, was either killed or wounded before she surrendered. For his conduct on this and other occasions, the leader of this gallant party was advanced to post rank. The naval medal has been awarded to those present in this boat action.

On the 28th of July, in the morning, the 74-gun ship Excellent, Captain John West, belonging to the squadron of Captain William Hargood, being off Trieste, chased an enemy's convoy into the harbour of Duin, about four leagues to the northward of Trieste. At 10h. P.M. the Acorn sloop of eighteen guns, Commander Robert Clephan, and 16-gun brig Bustard, Commander David Markland, with the boats of the Excellent, under the orders of Lieutenant John Harper, were detached to get possession of the convoy. About midnight the boats, covered by the Acorn and Bustard, pushed through a heavy sea into the harbour, and while Captain Richard Cummings,

of the marines, landed with a small detachment to dislodge the enemy from among the rocks and on the heights, Lieutenant Harper and his party boarded and carried six heavily armed Italian gun-boats, which, together with ten laden vessels, were brought off. Commander Katly Robinson, master of the Bustard, and seven seamen and marines were wounded. The above is a naval medal boat action.

On the 28th of July, an expedition sailed from the Downs, under Rear-Admiral Sir Richard John Strachan, containing nearly 40,000 troops, under Lieutenant-General the Earl of Chatham, destined to attack the French shipping in Flushing, and to destroy the enemy's works in the Scheldt, which was to be rendered no longer navigable for ships of war. This fleet, including mortar-vessels and about 120 hired and revenue cutters, gun-boats, &c., amounted in the whole to 245 vessels of war, to which were added about 400 transports with troops. Except the taking of Flushing, no advantage was gained by this expensive effort. In that port were found three vessels on the stocks, a 74-gun ship, frigate, and brig; the two latter were destroyed at the evacuation of the port in December, but the timbers of the former were removed to Woolwich, where they were put together, and the ship named the Chatham. A frigate of 1,100 tons also fell into the hands of the British, and became the 38-gun frigate Laurel. The basin, arsenal, and sea-defences of Flushing were destroyed, and the port rendered unfit for a French depôt; but had more energy been used by the commander of the land forces, it is believed that the troops might have landed, and marched on to Antwerp. Hundreds of valuable lives were sacrificed by the occupation of the island of Walcheren. The whole business was ill-timed and untoward, and few who were present and engaged in it but bear about them the effects of the Polder fever, inherent to the low and swampy island which for many months they were compelled to inhabit.

On the 14th of August, Commander Nisbet Josiah Willoughby, of the 18-gun ship-sloop Otter, while cruising off Cape Brabant, Isle of France, observed a brig, a lugger, and gun-boat, at anchor under the protection of the batteries of Rivière Noire. Conceiving that if an unexpected attack could be made, they might be brought off, notwithstanding

the powerful batteries which sheltered them, Captain Willoughby determined to make the attempt with the boats, and having stood off until dark, regained the mouth of the river at about 11h. P.M. At a little before midnight the boats put off, commanded by the captain in person, who embarked in a six-oared gig; the launch (containing about twenty men) was commanded by Lieutenant John Burns, and the jolly-boat by William Weiss, midshipman. The gig was designed to board the gun-boat, the launch the brig, and the jolly-boat the lugger. Covered by the darkness, the three boats entered the harbour unperceived, but having missed the gun-boat, they boarded and carried the lugger. Having secured this vessel, Captain Willoughby despatched the launch and jolly-boat to board the brig, and preceeded himself in search of the gun-boat. The launch and jolly-boat got alongside the brig, on the deck of which was drawn up a large party of soldiers; but the seamen boarded, and after a smart struggle overcame all resistance. The brig's cable was in the meanwhile cut by the man left in the launch for the purpose. This gallant fellow, whose name we regret our inability to record, received a severe wound in the head from the mate of the brig, but whom in return he killed with a blow from his axe.

Captain Willoughby, after a vain search for the gun-boat, during which he had gone near enough to be hailed by a sentry on the innermost battery, arrived on board the brig, and finding there was no chance of getting the prize away, she being secured to the shore by a chain fast to her keel, ordered the prisoners to be removed, and the vessel to be set on fire. But as humanity was always a leading feature in this gallant officer's character, he was induced to change his intention, in consequence of some of the brig's crew being wounded, and which would have rendered their removal difficult. The vessel was therefore abandoned, and the three boats taking the lugger in tow, carried her off under a tremendous fire from the batteries, by this time in a state of alarm. In order to give the batteries a chance of hitting the boats, false fires were continually thrown up from the brig, which illumined the river. No greater loss was sustained in this daring exploit than one man killed in the launch, and another wounded, with the loss of an arm. The lugger's

masts were much damaged by the fire from the forts. Just as the boats cleared the river they were met by Lieutenant Thomas L. P. Laugharne, who, observing the heavy firing, was proceeding with the cutter to render assistance in case any was needed.

On the 24th of August, Captain William Hoste, in the Amphion, reconnoitred the port of Cortelazzo, in the Adriatic, in which were discovered six Italian gun-boats and a convoy of trabacculos, moored under a battery of four 24-pounders in the river Piavie. Finding it impracticable, on account of the shoalness of the water, for the frigate to enter the port, Captain Hoste determined to send in the boats. To prevent suspicion of his design, the ship was kept out of sight of land until the evening of the 26th, when, soon after midnight, she anchored at the entrance of the Piavie. At 3h. A.M. a party of seamen and marines, under Lieutenants Charles G. R. Phillott, George M. Jones, and Lieutenant of marines Thomas Moore, landed about a mile to the southward of the battery, leaving Lieutenant William Slaughter with the boats, to push for the river the moment he should perceive that the fort was carried. At 3h. 15m. the alarm was given, and at the same instant Lieutenant Phillott and his party attacked the fort; but although surrounded by a ditch and a chevaux-de-frise, it was taken, and the preconcerted signal made for the boats to advance. The guns of the battery were then turned on the gun-boats, which were also attacked by musketry from the marines. The gun-boats were boarded by Lieutenant Slaughter and his division, and, after a slight opposition, taken possession of, as well as two trabacculos with cargoes, which were brought off, and five others burnt. Having spiked the guns, and totally destroyed the battery, the boats returned to the Amphion at 1h. P.M., having only one marine wounded, which immunity was chiefly due to the exceedingly well-laid and admirably-conducted plan. For his distinguished gallantry on this and several previous occasions, Lieutenant Phillot was promoted to the rank of commander. Besides the above-mentioned officers, the following were present in the boats:—Masters' mates John Dalleny and Thomas Boardman; Midshipmen Joseph Gape, Charles H. Ross, George Castle, Charles Henry Kempthorn, William L. Rees, Thomas Edward Hoste, Francis George Farewell,

and Robert Spearman ; also Assistant-Surgeon Jonathan Angas. The above is a naval medal boat action.

On the night of the 7th of September the boats of the 28-gun frigate Mercury, Captain the Hon. Henry Duncan, in command of Lieutenant Watkin Owen Pell, assisted by Lieutenant Robert J. Gordon, and Lieutenant of marines James Whylock, Captain's clerk George Anderson, and the Gunner Sandell, each of whom had charge of a boat, entered the harbour of Barletta, near Manfredonia, where they boarded and gallantly captured the French national schooner Pugliése, of five long 6-pounder and two 18-pounder guns, and thirty-one men, commanded by an enseigne de vaisseau. The schooner, when thus boarded, was moored with eight cables inside, and close to the mole, on which was posted a large party of troops ; she was also within musket-shot of a castle mounting eight guns, and of two armed feluccas. As the rudder and sails of the schooner were on shore, the boats took her in tow, and so judiciously and speedily was everything performed, that the prize was carried off and not one of the gallant victors wounded.

On the 10th of September, the 10-gun brig Diana, Lieutenant William Kempthorne, when standing into the Bay of Amarang, in the island of Celebes, discovered the Dutch 14-gun brig Zephyr lying at anchor close under a fort. Lieutenant Kempthorne resolved to attempt her capture with the boats at night, when the land breeze set in ; and the Diana beat about the bay, disguised as a merchant vessel, until it became dark, when the boats departed upon this enterprise. After a fruitless search of two hours, the boats returned, and Lieutenant Kempthorne, conjecturing that the Zephyr had shifted her position, and would try to reach the shelter of a strong fort in the Bay of Monado, hoisted in the boats and made sail in that direction. On the 11th, at daylight, the enemy was discovered hull down ahead, and the chase was continued with much eagerness. At 4h. 30m. P.M., the Zephyr being within four miles of Monado fort, was taken aback by the land wind, while the Diana, still favoured by the sea breeze, succeeded in getting within half gun-shot of her opponent's lee beam before feeling the land breeze, when she also filled on the larboard tack. The action then commenced, and after engaging about forty minutes,

the Zephyr, encouraged by the appearance of five gun-boats sweeping off to her assistance, ran down within pistol-shot of the weather-beam of the Diana. Shortly afterwards, her main-topsail sheet being shot away, she fell on board the Diana, and at about 5h. 40m., just as the British were about to board, hauled down her colours. The Diana, taking her prize in tow, then stood towards the gun-boats, which were sweeping down in line upon her weather-beam; but they dispersed after receiving a few shot from the brig. The Diana sustained little damage, and had not a man hurt. The Zephyr was much cut up in masts and rigging, and, out of forty-five men (the same in number as the Diana's crew), had her first lieutenant and four killed, and eight men wounded. Lieutenant Kempthorne was promoted to the rank of commander on the 3rd of April, 1811. This is a naval medal action.

On the 16th of September, Commodore Josias Rowley having determined to attack the harbour or bay of St. Paul's, Isle of Bourbon (a noted resort of French cruisers), a detachment of 368 troops, including officers, embarked at Fort Duncan, Island of Rodriguez, on board the 36-gun frigate Néréide, Captain Robert Corbett; Otter, Commander Nesbit J. Willoughby; and the H.E.I.C.'s armed schooner Wasp, Lieutenant Watkins. On the evening of the 18th, the Raisonable, bearing the commodore's broad pendant, being off Port Louis, Isle of France, was joined by the frigates Sirius and Boadicea, Captains Samuel Pym and John Hatley. On the morning of the 19th, 100 men from the Raisonable and Otter, and the marines of the squadron, 136 in number, forming with the troops a total of 604, including officers, were put on board the Néréide, and in the evening the squadron stood towards Bourbon.

By 7h. A.M. on the 21st, the party (including a division of seamen commanded by Captain Willoughby), having landed without opposition, were in possession of the batteries of Lambousière and La Centière, when Captain Willoughby with his sailors turned the guns of those batteries on the shipping, the fire from which had annoyed the troops considerably. After defeating the enemy in a smart skirmish, the British took a third battery, named Le Neuf; but, the French having been reinforced, the British spiked the guns

of the first and second batteries, and manned the battery of Le Neuf, which then opened upon the French 40-gun frigate Caroline and her consorts. The fourth and fifth batteries were also taken, and by 8h. 30m. A.M. the town batteries (mounting together 117 heavy guns), magazines, eight field-pieces, and all the public stores, together with several prisoners, were in possession of the troops under Lieutenant-Colonel Keating. The squadron having in the meanwhile stood into the bay, opened a heavy fire upon the Caroline and two Indiamen—her prizes—as well as on those batteries, which, being at a distance from the point of attack, were enabled to continue their fire. Having anchored in the road, close off the town of St. Paul, measures were taken to secure the French ships, all of which, on the near approach of the British, had cut their cables and drifted on shore. They were got off without having sustained any material injury.

Of the party under Captain Willoughby, two seamen and five marines were killed; and Lieutenant Edward Lloyd, and Lieutenant of marines Matthew Howden of the Raisonable, the latter mortally, and Lieutenant of marines Thomas R. Pye, of the Boadicea, two seamen, and thirteen marines wounded, and one seaman missing. Of the troops, eight were killed, forty wounded, and two missing. Total: fifteen killed, fifty-eight wounded, and three missing. The ships captured were the 40-gun frigate Caroline, of 1,078 tons, the H.E.I.C.'s ships Streatham and Europe, the 14-gun brig Grappler, together with five or six smaller vessels. By evening the demolition of the different batteries and of the magazines was completed, and the troops and seamen re-embarked.

On the 22nd, in the evening, a French force appearing on the hills, Captain Willoughby volunteered his services to attack them, which being accepted, he landed with a party of seamen, and destroyed the storehouses and public property, including an extensive government store, containing all the raw silk of the Indiamen, valued at more than half a million sterling. The party re-embarked without sustaining any loss. The Caroline was commissioned as a British cruiser, and named the Bourbonnaise, and Captain Corbett appointed to command her. The vacancy in the Néréide, caused by

Captain Corbett's removal, was filled by Captain Willoughby, whose conduct richly merited the promotion he received.

On the 17th of October, in the morning, the boats of the 18-gun ship-sloop Hazard and 18-gun brig Pelorus, Commanders Hugh Cameron and Thomas Huskisson, in which were Lieutenants James Robertson and Edward Flinn, assisted by Midshipmen John S. Brisbane, Hugh Hunter, and Ebenezer Scott, and William Fergusson, boatswain of the Pelorus, attacked a privateer schooner moored under the batteries of Sainte Marie, island of Guadaloupe. Although exposed for some time to a heavy fire of grape and musketry, the schooner was boarded and carried; but being found moored to the shore by a chain secured round the masthead and by others upon each quarter, she was set on fire and soon afterwards blew up. In performing this service six men were killed, and Lieutenant Flinn and Mr. Fergusson much burnt by the explosion of the privateer; besides which, seven men were wounded by the enemy's fire.

On the 26th of October, the French 80-gun ship Robust and 74-gun ship Lion, belonging to the squadron of Rear-Admiral Baudin, which had escaped from Toulon with Admiral Ganteaume, were driven on shore near Frontignan, in the Gulf of Lyons, by a squadron of six sail of the line, commanded by Rear-Admiral George Martin, consisting of the following :—

Guns.	Ships.		
80	Canopus	Rear-Ad. Geo. Martin (red) Captain Chas. Inglis	
74	Renown	„	Philip C. C. H. Durham
	Tigre	„	Benj. Hallowell
	Sultan	„	Edward Griffiths
	Leviathan	„	John Harvey
	Cumberland	„	Hon. Philip Wodehouse

The French ships were set on fire by their own crews, and at 10h. 30m. P.M. blew up with a tremendous explosion, the British being at the time becalmed about seven miles distant.

The remainder of a large fleet of armed store-ships and transports, which had sailed with Admiral Ganteaume from Toulon, bound to Barcelona, now consisting of seven mer-

chant vessels, in charge of the 8-pounder 16-gun store-ship Lamproie, Lieutenant de vaisseau La Bretèche, the two armed bombards Victoire and Grondeur, and xebeck Normandie, anchored in the Bay of Rosas, under the protection of several powerful batteries. Lord Collingwood having determined that an attempt to capture or destroy these vessels should be made, despatched Captain Benjamin Hallowell, in the Tigre, with a squadron, for the purpose. On the evening of the 31st of October, after dark, the British squadron bore up for the Bay of Rosas, and anchored about five miles from the town, except the brigs Philomel, Scout, and Tuscan, which continued underway to cover the boats. The following are the names of the officers employed on this service :—Tigre : Lieutenants John Tailour, A. W. J. Clifford, Edward Boxer, William Matterface, William Hamilton, and John Boulton ; Masters' mates James Caldwell, Joshua Kynson ; Midshipmen Dey Richard Syer, Honourable Robert C. Spencer, Henry Fawcett, George F. Bridges, George Sandys, James Athill, Honourable George J. Percival, James Montagu, and Frederick Noel ; and Assistant-Surgeon Alexander Hosack. Cumberland : Lieutenants John Murray, Richard Stuart, and William Bradley ; Captain of marines Edward Baillie ; Master's mate John Webster ; Midshipmen Charles R. Milbourne, Henry Wise, William H. Brady, and Annesley Blackmore. Apollo : Lieutenants James Begbie, Robert C. Barton, and John Forster ; Masters' mates Henry W. de Chair and William Plant ; Midshipmen James Dunderdale and Henry Lancaster ; and Captain's clerk John O. French. Topaze : Lieutenants Charles Hammond, Nicholas James C. Dunn, William Rawlins, Lord Balgonie (Ville de Paris), and William Halstead (marines) ; Master's mate Alexander Boyter ; Carpenter Thomas Canty ; and Midshipmen Joseph Hume, Hungerford Luthill, and Harry Nicholas. Volontaire : Lieutenants Dalhousie Tait (Monarch), Samuel Sison, Honourable J. A. Maude (Ville de Paris), and William Burton and Duncan Campbell (marines) ; Masters' mates John Bannatyne and Thomas Randall ; Midshipmen Richard Harness, Henry J. Leeke, and John Armstead (Ville de Paris) ; and Carpenter William Middleton. Scout : Lieutenants John Farrant and the Honourable W. Waldegrave ; and Mid-

shipman John Davy (from the Ville de Paris), Tuscan: Lieutenant Pasco Dunn; Masters' mates John McDougall and Charles Gray (both from the Ville de Paris); and Midshipman John Sliddy. The boats, under the command of Lieutenant Tailour, put off in perfect order, and as they approached the enemy the alarm-gun was fired, on which the seamen gave three tremendous cheers and dashed on, each division of boats to its allotted station. The Lamproie was boarded at all points, and, notwithstanding a determined resistance, was carried in a few minutes. The Victoire, Grondeur, Normandie, and a felucca, although defended with equal bravery, were captured, and this was performed in the face of a heavy fire from the castle of Rosas and several other batteries, and of repeated volleys of musketry from the troops which lined the beach. By daylight on the 1st of November every French vessel of the eleven was either burnt at her moorings, or brought off. The loss was, however, severe. Lieutenant Tait and Mr. Caldwell, ten seamen, and three marines were killed; and Lieutenants Tailour and Forster, Mr. Syer, seven seamen, and one marine severely, and Lieutenants Stuart, Maude, and Begbie, Messieurs Webster, Brady, and Armstead, twenty-eight seamen, and five marines slightly wounded. Total: fifteen killed and fifty-five wounded. Lieutenant Tailour was immediately promoted to the rank of commander, and Mr. Syer, whose gallantry had been very conspicuous, and whose wound was of a very dangerous description, was also promoted by Lord Collingwood in a death vacancy. This is a naval medal boat action.

In the month of October, Zante, Cephalonia, and their dependencies, surrendered to a combined naval and military force under Captain John W. Spranger, of the 74-gun ship Warrior, and Brigadier-General Oswald. Cerigo surrendered about the same time to Captain Jahleel Brenton, of the 38-gun frigate Spartan, and a division of troops under Major Charles W. Clarke, of the 35th regiment, as did also Ithaca to Commander George Crawley, of the Philomel, and a detachment of troops under Captain Church.

On the 2nd of November, the 18-gun corvette Victor, Commander Edward Stopford, was chased by the French 40-gun frigate Bellone; and, at 10h. P.M., after a running

fight, having her main and mizen masts wounded, fore-top-sail-yard shot away, and rigging cut to pieces, hauled down her colours. Two of the Victor's men were wounded.

The town of Ras-al-Khyma, in the Persian Gulf, having for some time been a nest for numerous desperate pirates, it was deemed necessary to send an expedition thither to destroy it. This duty was intrusted to Captain John Wainwright, in command of the 12-pounder 36-gun frigate Chiffonne. The squadron consisted, besides the Chiffonne, of the 18-pounder 36-gun frigate Caroline, Captain Charles Gordon, and H.E.I.C.'s cruisers Mornington, Captain Jeakes, and Aurora, Nautilus, Prince of Wales, Fury, and Ariel, Lieutenants Conyers, Watkins, Allen, Davidson, and Salter, on board which a body of troops had embarked under Lieutenant-Colonel Smith. On the 13th of November this service was effected, the town being burnt to the ground, and the vessels in the port, exceeding fifty in number, including thirty large dows, and a quantity of naval stores, were completely destroyed. The squadron next visited Linga, where twenty large piratical vessels were destroyed; and on the 27th eleven other vessels of the same character were burnt at the town of Luft, and the sea defences of both places levelled with the ground. The pirates made a desperate resistance at each place, and the loss in performing these services consequently amounted to five killed, fifteen severely, and nineteen slightly, wounded.

On the 12th of December, while the 38-gun frigate Thetis, Captain George Miller, in company with the brigs Pultusk, Achates, and Attentive, Commanders William Elliot, Thomas Pinto, and Lieutenant Robert Carr, and schooner Bacchus, Lieutenant Charles D. Jeremy, was cruising off Guadaloupe, the French 16-gun brig Nisus was observed at anchor under the protection of a fort in the harbour of Hayes. In order to cut out this vessel, the boats of the squadron, with the marines and a party of seamen, were despatched under Captain Elliot, assisted by Lieutenant Nathaniel Belchier and Lieutenants of marines John Godfrey Ruel and Jervis Cooke. The British landed in the evening without opposition, and, having proceeded with difficulty through a thick wood, reached the rear of the fort, which was attacked and carried in gallant sty e, and the

garrison compelled to retreat. Leaving Lieutenant Belchier to destroy the battery, Captain Elliot, supported by the squadron, and particularly by the Attentive, boarded and carried the corvette, without meeting any severer casualty than four men wounded. The Nisus, a brig of 340 tons, was added to the British navy under the name of Guadaloupe. This is a naval medal boat action.

On the 14th, the 36-gun frigate Melampus, Captain Edward Hawker, cruising off Guadaloupe, after a chase of twenty-eight hours, captured the French 16-gun brig Béarnais. The Béarnais had one man killed and several wounded; and two men were wounded on board the Melampus by the brig's fire. On the 17th, the French 16-gun corvette Papillon, consort of the above, was captured by the 18-gun corvette Rosamond, Commander Benjamin Walker, without much resistance. The Béarnais and Papillon were added to the British navy, the former under the name of Curieux.

On the 13th of December, at 1h. P.M., latitude 17° 18′ north, longitude 57° west, as the 18-pounder 38-gun frigate Junon, Captain John Shortland, in company with the 16-gun brig Observateur, Commander Frederick A. Wetherall, were in the act of boarding an American ship, four large sail were seen to the northward. These were the French 40-gun frigates Renommée, Commodore Roquebert, and Clorinde, Captain Saint Cricq, having under convoy the 40-gun frigates Loire and Seine, armed *en flûte*, and each mounting twenty guns, long 18-pounders and 36-pounder carronades. The Junon and Observateur made sail in chase, and at 4h. P.M. the strangers were discovered to be frigates. At 5h. the Junon made the private signal, on which the strangers hoisted Spanish colours. The Junon, still running down towards the frigates, made the Spanish private signal, which was correctly replied to by the Renommée. Thus deceived, Captain Shortland continued to approach the French frigates, until at 5h. 30m., when the enemy hauled to the wind in line of battle on the larboard tack. The Junon then shortened sail, and, having arrived within a quarter of a mile of the Renommée, the latter substituted French for Spanish colours, and poured a destructive broadside into the bows of the British frigate. The Junon bearing

up, then ran under the stern of the Renommée, pouring in a raking broadside. The Observateur, at about the same time, brought to on the larboard tack, and discharged her broadside at the French frigate, but at too great a distance to do much execution. The Clorinde, the next ship to the commodore, then ranged up on the starboard beam of the Junon, and between these ships a warm action ensued. After the Junon and Clorinde had engaged about ten minutes, the Renommée, being some distance ahead of the combatants, wore round on the starboard tack and ran the Junon on board on her larboard beam; the Seine and Loire also stationed themselves, one ahead and the other astern, of the Junon, and kept up a galling fire. The Loire, having on board 200 troops, after a time, ran her bowsprit over the starboard quarter of the British frigate, in which position the deck of the latter became exposed to a destructive fire of musketry. In the heat of the action, Captain Shortland had one of his legs broken by a grape-shot, and was also badly wounded by splinters. The command then devolved on Lieutenant Samuel Bartlett Deecker. The Junon was now grappled by the Clorinde, and an attempt made to board on the starboard quarter; but being resisted by a few men led on by Lieutenant John Green, of the marines, who nobly fell in the struggle, the assault failed. The foresail being then set, the Junon disengaged herself from her opponents; but, being again closed with, and boarded on both sides at once, the British ensign was hauled down.

The Junon commenced the action with no more than 224 men; and, of this number, had twenty, including Lieutenant Green, killed; and forty, including Captain Shortland and some officers not named, wounded. The Observateur, having hauled to the wind as soon as the impossibility of preventing the capture of the Junon was observed, escaped without loss. The Renommée, out of a crew of 360, had fifteen men killed and three wounded; and the Clorinde, six killed and fifteen wounded. The Loire and Seine, which, including 200 troops, mustered each near 400 men, escaped without loss. The damages of the Junon were such, that her captors, deeming it impossible to carry her to Guadaloupe, from which they were within two days' sail, set her on fire; and the English pendant remained flying over the

burning ship until the masts fell. This is another of those honourable defeats which adorn the pages of British history.[1]

On the 15th, at 1h. P.M., the Observateur arrived off Basse-Terre, Guadaloupe, and having telegraphed to the 38-gun frigate Blonde, Captain Volant Vashon Ballard, that an enemy's squadron of five frigates was within six hours' sail of her, stood on towards Martinique. The Blonde, in company with the 38-gun frigate Thetis, Captain George Miller, and 18-gun sloops Hazard and Cygnet, Commanders Hugh Cameron and Edward Dix, immediately made sail for the channel, between the Saintes and Guadaloupe; and on the next day the 18-gun brigs Scorpion and Ringdove, Commanders Francis Staufell and William Dowers, joined, and were detached to reconnoitre Basse-Terre.

On the 17th, the 32-gun frigate Castor, Captain William Roberts, joined, with information, that on the 15th she had been chased by the Renommée and consorts. At daylight two strange ships were seen to the northward. These were the Seine and the Loire, which had separated from their consorts, and were making the best of their way to Basse-Terre. Chase was immediately given, and at 10h. A.M., the two frigates, finding themselves cut off from their port, entered a cove named Anse la Barque, and anchored head and stern, under the protection of a strong battery on each

[1] Captain Shortland, a most valuable and distinguished officer, had suffered amputation of his right leg above the knee, and of a finger, but had there been a probability of saving his life, other operations would have been necessary. His sufferings, when the Castor hove in sight, in being removed from the captain's cabin to the gun-room, were extreme, and not less so, when taken from the frigate to the shore, and in being conveyed thirteen miles, in a scorching sun, to the hospital. After being unable to sit up in his bed during the five weeks subsequent to his capture, Captain Shortland expired on the 21st of January, 1810. General Ernouf paid every possible respect to his remains, and he was buried at Basse-Terre, with military honours.

At the capture of Guadaloupe, Lieutenant Deecker and the surviving officers of the Junon, who had been landed with Captain Shortland from the Loire and Seine, were released; and on the 20th of February, 1810, were honourably acquitted by a court-martial, for the loss of the Junon. Lieutenant Deecker being strongly recommended for promotion, was made a commander on the 17th of April following. The second and third lieutenants of the Junon, George V. Jackson and Henry Conn, had been taken on board the Renommée, which ship, with the Clorinde, anchored in Brest Road on the 23rd of January, 1810.

point of the cove. At 2h. 40m. P.M. a battery on Point Lizard, a little to the southward of Anse la Barque, having fired at the British squadron and struck the Ringdove, Captain Bowers embarked a party in his boats; and at 3h. landed, and stormed and carried the fort, of which he spiked the guns, blew up the magazine, and at 4h. returned to the Ringdove without having sustained any loss. In the evening, the 12-gun schooner Elizabeth, Lieutenant Charles Finch, joined company, and was despatched to sound the entrance to the bay, where Lieutenant Finch succeeded in finding a safe anchorage. On the same evening, the 36-gun frigate Freija, Captain John Hayes, arrived from Martinique.

On the 18th, at 8h. 30m. A.M., the 74-gun ship Sceptre, Captain Samuel J. Ballard, arrived from Martinique just as a flag of truce came off from the shore. This the commodore speedily dismissed, and made preparation for an immediate attack. The Blonde and Thetis were ordered to enter the bay, and engage the French frigates, while the Sceptre and Freija cannonaded the batteries, and the Hazard, Cygnet, Ringdove, and Elizabeth, were ordered to take the boats of the squadron in tow. Owing to light winds, the frigates found great difficulty in nearing the shore; but at 2h. 25m. P.M. one of the forts commenced firing, and at 2h. 40m. the Seine and Loire opened their fire. Having at length arrived within a quarter of a mile of the French frigates, and within half pistol-shot of a fort, the Blonde anchored with springs, and opened her starboard broadside; and the Thetis soon afterwards anchored and commenced firing. At 3h. 30m. one of the enemy's ships was dismasted, and surrendered; and the Thetis, which ship had principally engaged her, then brought her broadside to bear on the fort. At 4h. 20m. the remaining French frigate hauled down her colours, and the Blonde and Thetis made sail out of reach of the fort. At 5h. 20m., the northernmost frigate having caught fire, blew up with a tremendous explosion, and a portion of the burning wreck falling on board the other frigate, caused her destruction also.

Just as the night was closing in, the boats of the squadron, under the orders of Captain Cameron, covered by the fire of the brigs, quitted for the shore, and landed under a heavy fire. The British succeeded in storming the fort, but not

without sustaining a serious loss in the person of Captain Cameron, who was wounded by a musket-ball, while gallantly hauling down the French colours, and afterwards killed by a grape-shot, as he was stepping into his boat to return to the Hazard, after having so well executed the service he was sent to perform. The principal loss was sustained by the Blonde and Thetis; the former had her first lieutenant, George Jenkins, Edward Freeman, master's mate, four seamen, and two marines killed; and Lieutenant Cæsar W. Richardson, Thomas Robotham, midshipman, ten seamen, and four marines wounded: the Thetis had six seamen wounded: total, including Captain Cameron, of the Hazard, nine killed and twenty-two wounded. The first lieutenant of the Sceptre, John Wyborn, was promoted for this service, his commission bearing date the day of the action. The naval medal has been awarded to all the ships engaged on the above occasions.

1810.

On the 10th of January, Commander Richard Arthur, in the 10-gun brig Cherokee, perceiving seven lugger privateers lying within 200 yards of the pier-head of Dieppe, resolved to attack them, and at 1h. A.M. on the 11th, favoured with a leading wind, stood in, and running between two of the luggers, laid one on board; which, after a fruitless attempt to board the brig, was carried. The vessel was the Aimable Nelly, of 106 tons, mounting sixteen guns, with a crew of sixty men, of whom two were killed and eight wounded. The remaining luggers kept up a smart fire of musketry; but the Cherokee succeeded in carrying off her prize. Lieutenant Vere Gabriel, and James Ralph, boatswain, were the only sufferers upon this occasion, both of whom were wounded in the hand. Commander Arthur, for this very dashing exploit, obtained post rank. The naval medal has been awarded for the above gallant performance.

On the 11th of January, the 18-gun brig Scorpion, Commander Francis Stanfell, was detached from a squadron under Captain Volant V. Ballard, in the 38-gun frigate Blonde, stationed off Basse Terre, Guadaloupe, to bring out a French brig at anchor near the shore. At 9h. P.M. the Scorpion, while proceeding in search of the intended object of attack, which was the French 16-gun brig Oreste, Lieutenant de vaisseau Mousnier, perceived her just coming out, having cleared the north point of the bay. All sail was made in chase, and, assisted by the sweeps, the Scorpion, at 11h. P.M., brought the French brig to action, which was protracted until 1h. 30m. A.M. on the 12th, when the Oreste surrendered. In the course of the engagement, the Scorpion had to sustain the fire of a battery on a point of the land, by which her rigging and sails were much cut. The Blonde's barge arrived up just as the Oreste had surrendered, and assisted in taking possession of the prize. The Scorpion had four men wounded, and the Oreste two men killed and ten

wounded. The first lieutenant of the Scorpion in this action was George Charles Blake. The prize was added to the British navy, by the name of Wellington. Commander Stanfell obtained his post rank on the 19th of March following. The naval medal is awarded for the above capture.

On the 17th of January, the 36-gun frigate Freija, Captain John Hayes, while cruising off Guadaloupe, discovered a brig and two other vessels in Baie Mahaut. At 9h. 15m. P.M. four boats, under the orders of Lieutenant David Hope, assisted by Lieutenant of marines John Shillibeer, Master's mate A. G. Countess, and Samuel Bray, gunner, pushed off from the frigate to endeavour to cut them out; and after experiencing great difficulty in finding a passage, Lieutenant Hope detained a fisherman, from whom he learnt, that a detachment of troops had arrived at Baie Mahaut on that evening from Pointe à Pitre. Undismayed by this information, the boats proceeded, and having arrived within a short distance of the north-east point of the harbour, were saluted by a fire of grape from two batteries. The brig having brought her six guns on one side to bear, also opened on the boats, which were likewise fired at from men concealed in the bushes on the banks. The boats, however, pushed forwards, and the brig was boarded; the Frenchmen escaping to the shore. Leaving Mr. Bray with a few hands on board the brig, with directions to cover his landing, Lieutenant Hope pushed for the shore; but although the boats grounded at so great a distance that the officers and men had to wade up to their waists to get to the beach, they persevered and reached the first battery, from which the enemy retreated as the British advanced, posting themselves behind a brick breastwork, from whence they opened a fire of musketry. The Frenchmen were, however, quickly dislodged from this position by the bayonets of the marines. The battery mounted one 24-pounder and six howitzers. The gun was hove over the cliff, the howitzers buried in the sand, and the battery and magazine destroyed. Lieutenant Hope, determined to finish his work, then dashed at and carried the second battery, mounting three 24-pounders, which were spiked, and the carriages and guard-house destroyed. Lieutenant Hope with his party then returned to the brig, which was by this time fast in the mud, the crew having cut her

cables previously to quitting her ; but, after great exertions, she was got afloat. Near the brig were a large ship, and a schooner on the mud, which were destroyed. Having completed this task, the brig was taken in tow by the boats, and carried off. Only two men of the party were wounded. Owing to the partial suppression of the official letter of Captain Hayes, Lieutenant Hope was not promoted until June, 1814.

On the 6th of February, Guadaloupe surrendered to a British squadron, under the command of Vice-Admiral the Honourable Sir Alexander Cochrane, and a body of troops under Lieutenant-General Sir George Beckwith. The naval medal has been awarded to those engaged in this capture.[1]

On the 10th of February, latitude 25° 22′ north, longitude 61° 27′ west, the 10-gun schooner Thistle, Lieutenant Peter Procter, brought to action, at 5h. P.M., the Dutch corvette Havik, pierced for eighteen guns, but mounting only ten (six long 4-pounders and four 2-pound swivels), with a complement of fifty-two men and boys, having on board the Batavian Rear-Admiral Buyskes, and valuably laden. The engagement continued until 6h. 45m., when the Havik made

[1] The following is an official list of the names of ships and captains to which the medals are granted :—Pompée, Vice-Admiral Hon. Sir A. I. Cochrane, Capt. C. Dilkes ; Abercrombie, Capt. W. C. Fahie ; Alfred, Capt. J. R. Watson ; Alcmène, Capt. Hon. W. Maude ; Asp, Com. R. Preston ; Aurora, Capt. John Duer ; Amaranthe, Com. George Pringle ; Achates, Com. T. Pinto ; Attentive, Lieut. Robert Carr ; Bellette, Com. D. Sloane ; Ballahou, Lieut. Geo. Mills ; Bacchus, Lieut. D. Jeremy ; Blonde, Capt. V. V. Ballard ; Castor, Capt. (act.) W. Roberts ; Cherub, Com. T. T. Tucker ; Cygnet, Com. Edw. Dix ; Elizabeth, Lieut. Fitch ; Freija, John Hayes ; Fawn, Com. Hon G. A. Crofton ; Frolic, Com. Thomas Whinyates ; Forester, Com. J. E. Watt ; Gloire, Capt. Jas. Carthew ; Guadaloupe, Com. M. Head ; Grenada, Lieut. S. Briggs ; Hazard, Com. W. Elliott ; Loire, Capt. A. W. Schomberg ; Laura, Lieut. N. C. Hunter ; Melampus, Capt. E. Hawker ; Morne Fortunée, Lieut. F. Wills ; Netley, Lieut. Jackson ; Orpheus, Capt. P. Tonyn ; Observateur, Com. F. A. Wetherall ; Perlen, Capt. N. Thompson ; Pelorus, Com. Thos. Huskisson ; Pultusk, Com. J. McGeorge ; Plumper, Lieut. W. Frissell ; Rosamond, Com. B. Walker ; Ringdove, Com. W. Dowers ; Sceptre, Capt. S. Ballard ; Statira, Capt. (act.) H. Boys ; Scorpion, Com. F. Stanfell ; Savage, Com. W. Ferrie ; Supérieure, Com. H. C. Coxen ; Star, Com. D. Paterson ; Snap, Com. J. P. Stewart ; Surinam, Com. A. Hodge ; Subtle, Lieut. C. Brown ; Thetis, Capt. Geo. Miller ; Vimiera, Com. E. Scobell ; Wanderer, Com. William Robilliard.

all sail before the wind; but at 8h. 30m. the Thistle again got alongside, and, after some smart firing, compelled her to surrender. The Thistle, out of a crew of fifty men and boys, had one marine killed, and her commander and six men wounded; and on board the Havik, one man was killed, and the Dutch admiral and seven men badly wounded. Lieutenant Procter was promoted in the June following, and the naval medal has been awarded to the surviving participators.

On the 9th of February, the French 40-gun frigate Néréide, Captain Lemaresquier, unaware of the surrender of Guadaloupe, arrived off Basse Terre at night, and sent a boat on shore for a pilot. At daylight, discovering that the island was in the possession of the British, the frigate made all sail, and although pursued by a squadron of one 74-gun ship and four frigates, particularly by the Blonde, Captain V. V. Ballard, effected her escape.

On the 13th the Néréide was discovered off Abaco Point, St. Domingo, by the 22-gun ship Rainbow, Captain James Wooldridge, endeavouring to make the windward passage. The Rainbow gallantly pursued her; and on the morning of the 14th, when within about a mile of the frigate, the 18-gun brig Avon, Commander Henry T. Frazer, hove in sight on the larboard bow, and joined in the pursuit, standing across the Néréide. At 1h. 15m. P.M., the Néréide (running with the wind on her larboard quarter) fired her main-deck stern-chasers at the Rainbow, and shortly afterwards cut away the stern boat to be able to fire her quarter-deck chase-guns. At 3h. 30m. the Néréide, having hauled up about south-west to avoid the Avon, was enabled to fire her larboard broadside at the Rainbow. The British ship then hauling up, brought the Néréide to close action, until 4h., at which time the Avon arrived up, and poured a raking broadside into the stern of the enemy. At 4h. 5m. the Néréide, having disabled the masts and cut away the greater part of the standing and running rigging of the Rainbow, wore round, and opened fire upon the Avon, and after a running fight between these ill-matched combatants, which lasted till 5h. (by which time the Avon was in a worse condition than the Rainbow), the Néréide made sail to the northward and left her. Owing to the high firing of the French frigate, the Rainbow had only ten men wounded.

The Avon was much disabled in hull, and had one man killed and one mortally wounded; and Lieutenant Curtis Reid, one midshipman, and five men severely wounded.

On the 13th of February, eight boats belonging to a squadron lying in Basque Roads, consisting of the 80-gun ship Christian VII., Captain Sir Joseph Sydney Yorke, and frigates Armide and Seine, Captains Lucius Hardyman and David Atkins, were despatched, unders the orders of Lieutenant Henry G. Guion, to destroy three vessels which had grounded on the reef off Point Chatillon. As the boats advanced, nine French gun-boats, each armed with a 12-pounder carronade and six swivels, pulled out from the Isle d'Aix, to prevent the boats from carrying their project into effect. Lieutenant Guion, in order to draw the enemy within range, feigned a retreat; but having reached a sufficient distance, altered his course and pulled direct for the gun-boats. They immediately retreated; but Lieutenant Guion, in the barge of the Christian VII., laid one of the French boats alongside, and gallantly carried her without loss. Lieutenant Samuel Roberts, of the Armide, continued the pursuit of the remainder, but was unable to overtake them; he, however, having driven away the defenders of the *chasse-marées*, boarded and set fire to them. Lieutenant Guion was shortly afterwards promoted to the rank of commander. The naval medal has been awarded to the officers and men in the boats on this occasion.

On the 17th of February, Amboyna capitulated to a squadron, consisting of the 38-gun frigate Dover, Captain Edward Tucker; 44-gun frigate Cornwallis, Captain William A. Montagu; and 18-gun sloop Samarang, Commander Richard Spencer, in which was embarked a party of the Madras European regiment. The proceedings which led to this conquest reflect much honour on all concerned, and it was accomplished with no greater loss than two privates of the Madras regiment, one seaman, and one marine killed; and four soldiers and four seamen wounded. Lieutenant Charles Jefferys, of the Dover, received a blow on the breast from a spent grape-shot, but did not quit his post. An armed brig and two cutters fell into the hands of the captors. This success led to the capture of the Spice Islands dependent on Amboyna, and also of Manado and its dependencies.

On the 21st of February, latitude 33° 10′ north, longitude 29° 30′ west, the 38-gun frigate Horatio, Captain George Scott, fell in with, and after a long chase and a running fight of one hour, captured the French frigate-built storeship Nécessité, mounting twenty-six guns, with a crew of 186 men, commanded by Lieutenant Bonnie.

On the 4th of April, as the 32-gun frigate Success, Captain John Ayscough, and 18-gun brig Espoir, Commander Robert Mitford, were running along the coast of Calabria, three vessels were discovered on the beach near Castiglione. The boats of the two ships, under Lieutenants George Rose Sartorius and Robert Oliver, with Masters' mates George L. Coates and Richard Pearce, were sent to destroy them ; but, having arrived within musket-shot of the shore, three of the boats struck on a sunken rock and swamped, by which accident two seamen were drowned, and all the ammunition spoiled. The remaining officers and men swam to the beach with their cutlasses in their mouths, and, although exposed to a smart fire from two 6-pounders and four wall-pieces, Lieutenant Sartorius and his party gallantly rushed on and gained possession of the battery. Having set the vessels on fire, spiked the guns, and destroyed the carriages, the three swamped boats were recovered, and the party returned to their ships with no additional loss, and only two marines wounded.

On the 11th of April, the 10-gun cutter Sylvia, Lieutenant Augustus V. Drury, cruising in the Straits of Sunda, engaged and sunk a large lugger-rigged prahu, which mounted three long 18-pounders. On the 26th, while cruising off Middleburg, on the coast of Java, three armed brigs, accompanied by two lug-sail vessels, were observed standing in for Batavia. The Sylvia chased and brought the sternmost brig to action, which, after a contest of twenty minutes' duration, she captured. The prize was the Dutch national brig Echo, of eight 6-pounders and forty-six men. The Sylvia, out of her small crew of forty-four men and boys, had four killed and three wounded ; the Dutch brig, three killed and seven wounded. The other brigs, fortunately for the Sylvia, did not offer to support their consort, but made all sail away, leaving two lugger-rigged transports, each mounting two long 9-pounders and defended by 60 men, laden with artillery stores, to become the prizes of the Sylvia. Lieutenant Drury received

promotion. The medal has been granted for the capture of the Echo.

On the 12th of April, the 32-gun frigate Unicorn, Captain Alexander Robert Kerr, being off the Isle of Rhé, captured the late British 22-gun ship Laurel, then named the Espérance, armed *en flûte*, from the Isle of France, with a valuable cargo of colonial produce. The Laurel was restored to the navy under the name of Laurestinas.

On the 16th of April, the fortress and island of Santa Maura surrendered to a British squadron, consisting of the 74-gun ships Magnificent and Montagu, Captains George Eyre and Richard H. Moubray; frigates Belle-Poule and Leonidas, Captains James Brisbane and Anselm John Griffiths; and 16-gun brig Imogene, Commander Wm. Stephens, together with a body of troops under Brigadier-General Oswald. Captain Eyre received a severe wound in the head, and Captain Stephens in the foot, in storming one of the forts; and in the whole the loss amounted to sixteen officers and men killed, eighty-six wounded, and seventeen missing of the army; and of the navy, two seamen and six marines killed; and Captains Eyre and Stephens, Lieutenant Vernon Lanphier, Captain of marines William H. Snowe, Lieutenant of marines Arthur Morrison, six seamen, and twenty-seven marines wounded. Total: twenty-four killed, 127 wounded, and seventeen missing. The French garrison at the capitulation numbered 714 officers and men.

On the 24th of April, the boats of the 10-gun cutter Surly, and gun-brig Firm, Lieutenants Richard Welch and John Little, boarded and brought off from the mouth of the Piron the French privateer Alcide. The privateer had been chased ashore, and was protected by the fire of 400 troops. The service was creditably performed by Sub-Lieutenant Joseph Hodgkin, of the Firm, who was promoted in consequence. The Firm had the second master killed and one man wounded. The naval medal is granted for this action.

Towards the end of April, Captain Nesbit J. Willoughby (acting), in the 36-gun frigate Néréide, arrived off the Isle of France, from the Cape of Good Hope, where he fell in with a squadron under Captain Henry Lambert, which had been also sent from the cape to cruise off the Mauritius, and endeavour to capture or destroy the enemy's possessions.

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M. L. Willoughby

Captain Willoughby was immediately despatched by Captain Lambert to cruise off the south-east coast ; and, arriving off the river Noire, observed a large ship at anchor between two forts, which the Néréide opened fire upon. This was the French 40-gun frigate Astrée, the captain of which, having learnt that a British squadron was cruising off the island, had put in there for shelter.

On the 30th of April, still examining this part of the coast, Captain Willoughby observed a large merchant ship at the anchorage of Jacotel, lying within pistol-shot of two batteries commanding the entrance to the harbour. Captain Willoughby determined to attempt to cut this ship out, and with this object the boats, commanded by the captain in person, manned with fifty seamen and the same number of marines, quitted the ship at midnight. In the boats were Lieutenants John Burns, Thomas L. P. Laugharne, and Henry C. Deacon, and Lieutenants of marines Thomas S. Cox and Thomas H. W. Debrisay. The party was accompanied by an excellent pilot, a black inhabitant of the island. Having with difficulty entered the intricate passage to the anchorage, and reached the only accessible landing-place (although even there the surf was half-filling the boats), the French national 4-gun schooner Estafette, lying at anchor close under the batteries, gave the alarm. Both batteries and two field-pieces immediately directed their fire towards the spot, and on landing, the party also became exposed to a smart fire of musketry. In ten minutes, however, from this time, the nearest battery, mounting two long 12-pounders, was carried by assault ; and, having spiked the guns, Captain Willoughby and his gallant followers pushed on for a guard-house in the rear, which was protected by two field-pieces, about seventy soldiers, and a large party of militia. This party, while the British were capturing and spiking the guns of the battery, had attacked the men left in charge of the boats, and had driven them into the harbour, but now opened fire upon the main body. The signal was given for the seamen and marines to charge, and the enemy fled before them in all directions, leaving the field-pieces and their commanding officer, Lieutenant Rockman (who was in the act of spiking the field-pieces), to be taken possession of by the assailants.

"Hitherto," says Captain Willoughby, in his official letter, "twilight had concealed from view the force of the British, but full day now showed the Néréide's small band of volunteers to the enemy, whose strongest battery was still unsubdued, and to gain which it was necessary to cross the river Le Galet." The pass was defended by the commandant of the Savannah district, with a strong body of militia and two long 12-pounders, withdrawn from the battery on the right. In consequence of heavy rains, the river had so much swollen, and the stream become so rapid, that the tallest of the party could scarcely wade across; but this difficulty was surmounted by those who could swim, and the remainder were assisted across by their taller companions. The party, but with the loss of the greatest part of their ammunition, at length reached the opposite bank, and having landed, the gallant fellows giving three cheers, charged the enemy at the point of the bayonet, and the hill and the guns, as well as the battery, with the colours, were quickly in their possession. The commandant, Colonel Colgard, remained a prisoner; but the militiamen fled with astonishing speed. Captain Willoughby adds, in reference to this success, "Nor do I think an officer or man of the party except myself had an anxious thought for the result of this unequal affair."

Having spiked the guns and a mortar, burnt and destroyed their carriages, as well as the works and magazine, and a quantity of naval and military stores, Captain Willoughby was upon the point of returning to his ship, when the party which had been driven from the first battery rallied, and, reinforced by a strong body of the militia and bourgeois inhabitants, made a vigorous show of resistance; but Captain Willoughby having made a movement indicative of a design to cut off their retreat, the French militia, regulars and all, again fled, and the British repassed the Galet, and returned to their boats. After destroying the signal-station and a flagstaff one mile inshore, Captain Willoughby re-embarked, bringing away the French schooner (which the midshipman and party left in charge of the boats had boarded) and two field-pieces, with which he joined the Néréide in the offing. This gallant service was performed with the loss of one marine killed, and Lieutenant Deacon, four seamen, and two marines wounded; although the force to which they had

been opposed could not have been less than 600 troops. The ship in the harbour was an American, and although by right forfeited for having broken the blockade, was not molested.

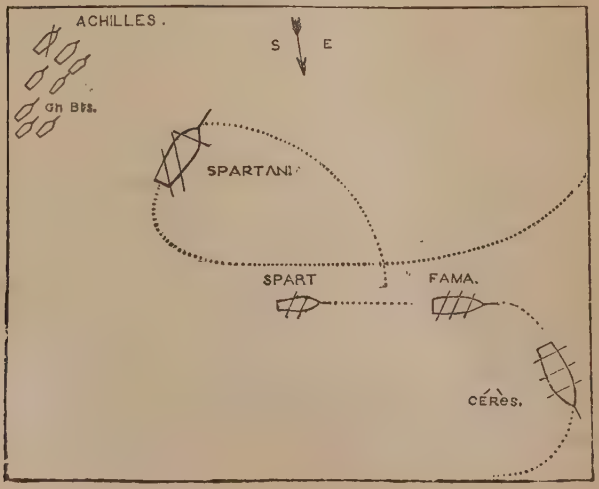
On the Néréide's joining the squadron off Port Louis, Captain Lambert sent in a flag of truce, when Colonel Colgard, the commander of the Estafette, and other officers and men, made prisoners on the occasion, were exchanged for thirty-nine British.[1]

On the 1st of May, while the 38-gun frigate Spartan, Captain Jahleel Brenton, in company with the Success, was cruising off the island of Ischia, the French 40-gun frigate Cérès, 28-gun ship Fama, 8-gun brig Sparvière, and cutter Achille, were discovered and chased close into the Mole of Naples. Captain Brenton, feeling satisfied that the French commodore would not again put to sea while there were two frigates before Naples, despatched Captain Ayscough, in the Success, to cruise off Capri, after which the Spartan stood in towards Naples. Prince Murat had, however, previously determined that an attack should be made upon the two British frigates, on their reappearing off the port; and had ordered 400 Swiss troops to embark on board the frigate and corvette, and appointed seven large gun-boats to accompany the squadron.

On the 3rd, at 5h. A.M., as the Spartan was standing in for Naples, on the starboard tack, with a light air from south-east, and about midway between Cape Misano and the island of Capri, the French squadron was discovered right ahead, distant six miles, and standing off shore on the larboard tack.

[1] On the 15th of June, while the Boadicea and Néréide were watering on Isle Platte, a serious accident happened to Captain Willoughby, who, while in the act of exercising a party at small-arms, was dreadfully wounded by the bursting of his musket. The explosion inflicted a dangerous, and what was at first thought to be a mortal wound. His lower jaw on the right side was badly fractured, and his neck so lacerated that the windpipe was laid bare. For three weeks the captain was unable to speak; but by the skilful exertions of Mr. George Peter Martyn, the surgeon, aided by a good habit of body, after some time, the wound healed, but not until a painful exfoliation of the jaw-bone had taken place. This gallant officer, when a lieutenant of the Royal George, was seriously injured on the isle of Prota, at the Dardanelles, where he received two pistol or musket balls, one of which entered his left jaw, while another, passing up his left nostril, lodged in some part of his head, from whence it was never extracted.

The enemy's force consisted of the 18-pounder frigate Cérès, mounting forty-two guns, with a crew of 350 men; Fama, twenty-eight guns, 8 and 12-pounders, and 200 men; brig Sparvière, eight guns and ninety-eight men; cutter Achille, ten guns and eighty men; and seven gun-boats, each mounting one long 18-pounder, with crews averaging forty-men; making, with the 400 Swiss troops, a total of about 1,400 men and ninety-five guns, to which the Spartan could only oppose the forty-six guns of her class, and 258 men and boys. At 7h. the Cérès hauled up, as if desirous to cross the bows of the British frigate; but the Spartan, by hauling close to the wind and making sail, frustrated this design. The French commodore then continued to stand on with the wind abeam, and the Spartan, hauling up her courses, edged away towards the enemy. At 8h. (the wind light, and the ships going about three miles an hour), having arrived within pistol-shot of the larboard bow of the Spartan, the Cérès opened a fire from her larboard guns, which was not returned until the Spartan was directly abreast her enemy, when a trebly-shotted broadside was poured in. Passing on, the British frigate engaged the Fama and Sparvière in succession, but the cutter and gun-boats had tacked to the eastward. This is shown in the annexed diagram.



As the Spartan hove in stays, she fired her larboard broadside at the gun-boats, and, as she came round, opened her starboard broadside on the Sparvière and ships ahead of her. The Cérès, instead of supporting the gun-boats, wore round and stood inshore towards the batteries of Baia, followed by the Fama and brig, and the Spartan bore up after them ; but a few minutes before 9h. the breeze died away, leaving the British frigate with her head exposed to the starboard broadside of the Cérès, the corvette and brig on her larboard bow, and the cutter and gun-boats sweeping up astern. A heavy cross fire was then opened upon the Spartan, and shortly afterwards Captain Brenton, while standing on the capstan, received a most severe wound from a grape-shot, which embedded itself in his hip, notwithstanding which he jumped from the capstan-head on which he was standing. Being carried below, the command of the Spartan devolved upon Lieutenant George Wickens Willes. After a while a light breeze enabled the Spartan to bring her broadside to bear on the starboard quarter of the Cérès and bow of the Fama, the brig and gun-boats being nearly astern. From the disabled state of the Spartan's sails, however, the Cérès and Fama could not be prevented from getting within reach of the batteries of Baia, when the Spartan wore round with her head off shore, raking the frigate and Fama in the meanwhile with her starboard guns, by which the fore-topmast of the latter was shot away. Closing with the Sparvière, the Spartan, at 10h., compelled her to surrender, with the loss of main-topmast. At about the same time the gun-boats came down and took the Fama in tow.

The Spartan, having an officer and eighteen men absent in a prize, commenced the action with only 258 men and boys, of which one master's mate (William Robson), six seamen, and three marines were killed, and Captain Brenton (severely), Lieutenant Willes, fifteen seamen, and five marines wounded. The ship was much cut up in spars, sails, and rigging. The French acknowledged to a loss (exclusive of the Sparvière's) of thirty killed and ninety wounded ; among the former was the second captain of the Cérès. The captured brig was supposed to have had eleven men killed.

Captain Brenton mentioned Lieutenant Willes in the highest terms, and also Lieutenants William A. Baumgardt

and Henry Browne. To the master, Henry G. Slenner, Lieutenants of marines Charles Fegan and Christopher Fottrell, and the purser, James Dunn (who took charge of a division of guns), he expressed his great obligations; and also to Captain George Hoste, of the engineers, a passenger on board the frigate, who attended to the quarter-deck guns. Taking her prize in tow, the Spartan, after repairing her principal damages, stood across the Bay of Naples, within three or four miles from the mole, to the indescribable mortification and chagrin of Prince Murat, king of Naples. The gallantry and skill of Captain Brenton deserve the warmest commendation. That he should single-handed have sought a force so much superior—that he should have engaged and beaten them in the sight of their own harbour, and during weather particularly favourable to the co-operation of gun-vessels (whose destructive powers have been on many occasions shown), and that he should have crowned his triumph by capturing one of their number, is indeed astonishing; but it is only another proof of how much well-disciplined men, led on by a talented and courageous commander, can effect; and which, to the undisciplined and ignorant, would be considered, as indeed it would be, matter of impossibility. The Patriotic Fund presented Captain Brenton with an elegant sword, value 100 guineas; and the naval medal has recently been awarded to the surviving participators.

On the 3rd of May, the 38-gun frigate Armide, Captain Lucius Hardyman, in company with the 18-gun brig Cadmus, Commander Thomas Fife, and gun-brigs Monkey and Daring, Lieutenants Thomas Fitzgerald and George Hayes, anchored in the Pertius Breton, off the harbour of Fosse de l'Oye, in the Isle of Rhé, in which several sail of merchant vessels were lying. About 10h. P.M. eight boats, under the orders of Lieutenant Samuel Roberts, repaired alongside the Monkey, and about midnight proceeded towards the harbour. In consequence of the boats grounding on a shoal at the entrance, the alarm was given, and a fire immediately opened from both sides of the shore, and of musketry from the vessels. The boats then dashed on, and seventeen vessels were taken possession of; but it was found impracticable to bring them out, and at daylight they returned to their ships.

Lieutenant P. S. Townley, a gallant and very promising officer, and two seamen, were killed, and three men wounded.

On the 12th of May, the 18-pounder 36-gun frigate Tribune, Captain George Reynolds, cruising off the Naze of Norway, was attacked by four Danish brigs, mounting from eighteen to twenty guns each, and by several gun-boats. At 4h. P.M. the Tribune, distant from the flotilla about half a mile, discharged her broadside, and a smart engagement took place, which lasted until 6h. 45m., when the brig bearing the commodore's broad pendant being very much shattered in her hull, ceased firing, and made all sail for the port of Mandal, followed by her consorts. The Tribune suffered rather severely from the fire of her numerous and powerful foes; and, besides being much disabled, had four seamen, four marines, and one boy killed, and fifteen seamen and marines wounded.

On the 29th of June, the boats of the Amphion and Cerberus, in which were Lieutenants William Slaughter, Donat H. O'Brien, and James Dickinson; Lieutenants of marines Thomas Moore and Jeremiah Brattle; Midshipmen Charles H. Ross, Joseph Gape, Thomas E. Hoste, Charles Bruce, and Cornwallis Pasley, John Miller, George Farrender, Joseph Stoney, George Fowler, William Sherwood, Charley Mackey, and Lewis Rollier, landed near the town of Grao, in the Gulf of Trieste. They were attacked on landing by a body of French troops, of whom a serjeant and thirty-eight privates were made prisoners. The party then entered the harbour, and took possession of twenty-five vessels. An officer of French infantry and twenty-two men were here attacked and made prisoners by a division of seamen and marines, under Lieutenants Slaughter, Moore, and James Mears (which latter had just landed from the Active frigate). Five vessels, after great exertions, were brought off, and eleven burnt. The loss in this gallant affair amounted to four marines killed, and Lieutenant Brattle, three seamen, and four marines wounded. The French had ten killed and eight wounded. Lieutenant Slaughter was promoted on the 21st of November following. This is naval medal boat action.

On the 3rd of July, the three outward-bound East-India Company's ships Ceylon, Windham, and Astell, Captains

Henry Meriton, John Stewart, and Robert Hay, having on board 250 troops, when near the island of Mayotta, were attacked, and, after a very gallant defence, the two first captured, by the French 40-gun frigates Bellone and Minerve, and 18-gun corvette Victor. The Windham had six men killed and eighteen wounded, and nine of her guns disabled; the Ceylon, six killed and twenty-one wounded; and the Astell, which escaped, eight killed and thirty-seven wounded. The French loss amounted to twenty-two killed and thirty-eight wounded. The French squadron and prizes arrived off Grand Port, Isle of France, on the 20th of August.

In the month of May, the 38-gun frigate Boadicea, Captain Josias Rowley, arrived off the Isle of France, together with the 36-gun frigate Sirius, Captain Samuel Pym. The British squadron then cruising off Port Louis, besides the two ships just named, were the 36-gun frigates Iphigenia, Magicienne, and Néréide, Captains Henry Lambert, Lucius Curtis, Nesbit J. Willoughby (acting), and 18-gun sloop Otter, Commander James Tomkinson. Commodore Rowley, in conjunction with Lieutenant-Colonel Keating having determined on making a descent upon the Isle of Bourbon, embarked from Rodriguez (where a temporary barrack had been erected for them) 3,650 European and native troops, with which the squadron arrived on the 7th of July. Under the able superintendence of Lieutenant John Wyatt Watling, of the Sirius, a division of the troops landed without loss or injury, at Grande-Chaloupe; but Captain Willoughby (who, although with the dressing still upon his wounds, persisted in exposing himself to the night air), in effecting a landing on the opposite side of the island, where it was more difficult, had the schooner Estafette knocked to pieces, and two seamen and two soldiers drowned. Owing to the badness of the weather, some little delay occurred in landing the remainder of the troops; but that done, the island capitulated on the 8th of July. The naval loss attending this conquest was two seamen drowned, and one wounded; which, with the loss sustained by the troops, made a total of twenty-two killed and drowned, and seventy-nine wounded.

During the operations on shore, Captain Pym was directed to take possession of the shipping in St. Paul's Bay, and observing a brig preparing to get underway, Lieu-

tenant George R. Norman was despatched in the Sirius's barge, at 11h. P.M. on the 9th, to cut her off. Finding on arriving in the bay, that the brig had sailed some hours previously, Lieutenant Norman pursued, and, after a hard pull of twelve hours, overtook and captured her. Three of his boat's crew were wounded. The prize proved to be the Edward privateer brig of 245 tons, pierced for sixteen, but having only four 12-pounders mounted, and a crew of thirty men. After the surrender of Bourbon, the Sirius returned to the Isle of France, where Lieutenant Norman, with two boats under his orders, succeeded in destroying a large three-masted schooner hauled up on the shore, although opposed by about 300 regulars and militia, and two field-pieces.

A squadron, consisting of the frigates Caroline and Piémontaise, Captains Christopher Cole and Charles Foote, and 18-gun brig Barracouta, Commander Richard Kenah (acting), accompanied by the transport brig Mandarin, Lieutenant Archibald Buchanan, was despatched by Vice-Admiral Drury, with 100 soldiers of the Madras European regiment, and provisions and stores, to be landed at Amboyna. This squadron sailed on the 10th of May from Madras. Captain Cole, previously to quitting, had obtained the commander-in-chief's permission to attack the enemy's settlements in his route to Amboyna; but the permission was qualified with a friendly caution not to attempt too much, and the great strength of the island of Banda was specially pointed out. The squadron arrived at Pulo-Penang on the 30th of May, and having obtained some imperfect information relative to the force and description of Banda-Neira, the Dutch seat of government, and being supplied with twenty artillerymen, and as many scaling-ladders, Captain Cole determined to enter the Java Sea, and make an attack upon that settlement, notwithstanding the south-east monsoon had set in.

Anxious to gain the place of his intended operations before it was possible for the neighbouring islands to throw additional strength into the garrison (which was then known to consist of upwards of 700 regular troops), Captain Cole determined on taking the squadron through the dangerous passage between Borneo and Malwalli. The passage was full of coral reefs, but by keeping a good look-out, the ships avoided them all.

On the 8th of July, in the morning, the squadron made the Banda Islands, and having by dark arrived close in with Neira (or Banda-Neira), two shots were fired at the ships, thereby furnishing proof that the British visit was not wholly unexpected. Under these circumstances, Captain Cole, aware of the inutility of an attempt to reduce an island of such great strength, decided, as the only probable course for success, to effect a landing with the boats the same night. To this he was the further induced by a sudden change of the weather from calm to tempestuous, which favoured his design for a surprise. At 11h. P.M., the ships having dropped within two cables' lengths of the shore, the boats, commanded by Captain Cole in person—containing 390 men, officers included—quitted the Caroline, and pulled in the direction of the east point of Great Banda or Lantor. The stormy state of the weather and extreme darkness of the night unavoidably led to the separation of the boats, and by 3h. A.M. of the 9th, Captains Cole and Kenah in their gigs, were the only boats at the appointed rendezvous. Having after some delay effected a junction with a portion of the boats, Captain Cole, desirous to land before daylight should reveal his intentions and force to the enemy, and receiving the strongest assurances of support from the men then with him, gave directions for the party to advance.

Banda-Neira is about two miles in length, and about half a mile in breadth. It was protected by ten sea-batteries, and two powerful castles, named Belgica and Nassau, which commanded one another, as well as all the sea-batteries. Castle Belgica mounted fifty-two pieces of heavy ordnance, and was deemed by the Dutch to be impregnable. In the whole, 138 guns were mounted on the island.

Captain Cole's force consisted of 140 seamen and marines, and about forty soldiers, and the officers were the following: Commander Kenah, Lieutenants Thomas Carew, Samuel Allen, George Pratt, Robert Walker, and Edmund Lyons, of the navy; and Captain G. L. Nixon, Lieutenants Charles W. Yates, Philip Brown, William J. Decker, and Ensign Charles Allen, of the Madras regiment. Veiled by a black cloud accompanied by wind and rain, the boats had reached within 100 yards of the shore, when they grounded on a coral reef immediately under one of the sea-batteries,

mounting ten long 18-pounders; but the violence of the squall was such, that the boats were unobserved. The seamen, leaping overboard, succeeded after a time in launching the boat over the reef, and a few minutes afterwards reached a small sandy cove, bordered with jungle. Having formed on the shore, Captain Kenah and Lieutenant Carew, at the head of a party of pikemen, advanced to attack the battery in the rear, and so promptly did they perform this service, that a sentinel was killed by a pike, and sixty officers and men made prisoners, without firing a shot, although the men were stationed with lighted matches at their guns. Captain Cole then determined to make an attack upon Castle Belgica, and recalling Captain Kenah, who was advancing upon the next sea-battery, and leaving a guard at the captured battery, they pushed forward on this desperate enterprise. Guided by one of the natives, the British proceeded through a narrow winding path, and although the bugle was now sounding to alarm the garrison, yet, favoured by the storm raging overhead, reached within 100 yards of the citadel before they were discovered. An ineffectual fire of musketry was immediately opened; but rushing up the steep on which the castle was situated, and by the aid of their scaling-ladders, the assailants were quickly in possession of the lower works. The ladders were then hauled up, and placed against the inner wall, but were found too short; and the besieged, inspired with courage at this circumstance, discharged three guns, and fired several volleys of musketry. Just at this moment, however, the gate was opened by the Dutch guard to admit the colonel commandant and three other officers, residing outside the castle; and the British, making a rush at it, succeeded in effecting an entrance. The commandant (Colonel Daring) and ten soldiers of the garrison fell before the besiegers, and the British colours were displayed upon the flag-staff of Fort Belgica. A part of the garrison escaped over the walls, and the remainder, amounting to four officers and forty artillerymen, surrendered themselves prisoners.

Daylight had now fully broken, but no reinforcement appeared, the ships having been buffeted about by the variable and boisterous winds, by which they were prevented from co-operating with the shore party; but having dis

covered the small union jack on Fort Belgica, the Caroline and consorts stood in, and at a little before 8h. A.M. anchored off the town. Previously to this, however, Captain Cole had sent out a flag of truce, threatening to open fire upon the town and Fort Nassau, unless all hostility instantly ceased; when the Dutch flag, which had been hoisted, was hauled down, and in the course of the day, his terms being fully complied with, 1,500 regulars and militia laid down their arms on the glacis of Fort Nassau. The boats which had separated from Captain Cole, after enduring great hardships, got alongside the Mandarin.

For the important conquest he had achieved, and that without losing a man, Captain Cole received the thanks of the Admiralty, commander-in-chief, and governor-general of India; but probably the letters addressed to him by the partners in his triumph, Captains Foote and Kenah, presenting a silver cup; from the lieutenants and other officers, accompanying a sword of 100 guineas' value; a third from the officers of the Company's troops engaged, with a sword of the same value; and a fourth (subsequently received) from the crew of the Caroline, with a similar mark of their admiration,[1] had much greater charms for the brave captain, whose kindness had equally gained their affection. The wealth found at Banda was immense. The capture of Banda-Neira entitles the surviving participators to the naval medal.

After appointing Captain Foote governor of the island, with a sufficient garrison, the squadron proceeded to Amboyna.

On the 9th of July, three boats belonging to the Alceste, sent away by Captain Murray Maxwell in charge of Henry Bell,

[1] This being a very curious and original document, we present our readers with a *verb. et lit.* copy, taken from Marshall's Naval Biography; and it must be remembered that this was not presented until Captain Cole had ceased to command the Caroline.

"We, the crew of H.M.S. Caroline, wishes to give you our most gracious thanks for the care and favour you have shown to this ship's company, by making you a present of a sword amounting to 100 guineas, for your noble and brave conduct, when you led us to the storm of Banda, and likewise the zealous bravery in landing our troops at Batavia, and by excepting of this present, you will gratify the wishes of your most obedient ship's company,

"THE CAROLINES."

master of the ship, having under him Midshipmen James Addie and — M'Quean, and which made a gallant attack upon an enemy's convoy, protected by a large armed xebeck, having driven five of the merchant vessels on shore, and made prizes of three, it was found necessary to take the xebeck also, in order to enable them to bring off the prizes. Leaving, therefore, Mr. M'Quean to cover the captured vessels, Mr. Bell, with the barge and yawl, proceeded on this enterprise; and after again taking possession of one of the prizes which the xebeck had recaptured, laid the latter alongside. A determined hand-to-hand conflict ensued, and out of the twenty-two brave fellows who boarded, sixteen were either killed or wounded. The remnant, however, did not quit the xebeck until she was aground on the rocks under the batteries of Alassio. "It will give you some idea," wrote Captain Maxwell, "of the metal these lads are made of, when I inform you that Mr. Bell, their leader, though severely wounded by a grape-shot in the breast while advancing to the attack, concealed his hurt, lest a knowledge of it might dishearten the men; and that Mr. Addie, his gallant young associate, though he had his left arm shattered to pieces in the act of boarding, kept his wound a secret and went on. John Giles, likewise, a seaman, being mortally wounded, begged that he might be allowed to have the last shot, and as there could be no doubt about the aim when the boat's carronad was touching the enemy's side, the match was put into his hand. He fired the gun, gave a faint huzza, and instantly expired." The frigate afterwards stood in, and anchoring within musket-shot of the shore, cannonaded the stranded shipping, and the enemy's intrenchments. The total casualties in the day's service were heavy, being, exclusive of that in the boats, Lieutenant of marines Richard Hawkey, brother of the gallant officer killed in the Implacable's boats in the Baltic (severely), and two men wounded.

On the 22nd of July, the boats of the frigates Belvidera and Nemesis, Captains Richard Byron and William Ferris, were despatched for the purpose of attacking four Danish gun-vessels, lying at anchor near Studtland, on the coast of Norway, and which on the previous night had fired upon the Belvidera's boats, when the master, James M'Pherson, was sounding the bay. The Belvidera's boats were in charge of

Lieutenants Samuel Nisbett and William H. Bruce, and Lieutenant of marines James Campbell; and those of the Nemesis were commanded by Lieutenants Thomas Hodgskins and Marmaduke Smith. The Danes opened a heavy fire upon the boats in their advance, to which the boats made a good return from their carronades; and after a short contest, two gun-vessels, each mounting two long 24-pounders and six 6-pounder howitzers, with crews of forty-five men, were taken possession of. The third gun-boat escaped into a narrow creek. This service was attended with no loss on the part of the captors; but the Danes had four men killed.

On the 25th of July, the boats of the 32-gun frigate Thames, Captain the Honourable George G. Waldegrave, and 18-gun brigs Pilot and Weasel, Commanders J. Toup Nicolas and Henry Prescott, under command of the latter officer, assisted by Lieutenant Edward Collier, first of the Thames, attacked an enemy's convoy, consisting of thirty-two transports, from Naples, laden with stores and provisions for Murat's army at Scylla, and protected by seven gun-boats, each mounting one long 18-pounder, and four armed scampavias. The transports having run upon the beach of Amanthea, where they were flanked by two batteries and defended by the armed vessels, were, after a sharp struggle, in which the boats were covered by the fire of the brigs, captured, with no greater loss to the British than one man killed and six wounded. The whole were either burnt or brought off. Commander Prescott and Lieutenant Collier, for their gallantry on this occasion, were promoted. This is a naval medal action.

On the 31st of July, at daybreak, the 18-gun brig Procris, Commander Robert Maunsell, being off the mouth of the Indramayo river, Java, came in sight of six gun-boats with a convoy of proas. The Procris stood after the enemy until prevented by the shoal water from getting nearer; when Commander Maunsell proceeded to attack them in the boats of his brig, accompanied by two flat boats, each containing twenty soldiers of the 14th and 29th regiments. Commander Maunsell was accompanied by Lieutenant George Majoribanks, and Lieutenants H. J. Heyland, of the 14th, and Oliver Brush, of the 89th regiments; also George Cunning-

ham, William Randall, and Charles Davies, masters' mates. On nearing the gun-boats, a heavy fire was opened on the boats, but five out of the six were gallantly boarded and carried, and the other blown up. The vessels each mounted two brass guns—32-pounder carronades forward, and long eighteens aft; and had crews of sixty men. The wounded in the British boats were — one man dangerously, two severely, and eight, including Mr. Randall, slightly. Commander Maunsell honourably mentioned the officers present with him on the occasion.

The Iphigenia, Néréide, and gun-brig Staunch, having joined Captain Pym, in the Sirius, off the Isle of France, after the success in reducing the Isle of Bourbon, it was decided upon to attack Isle de la Passe, a small island lying at the entrance of Bourbon harbour (or Port South-east) on the east side of the Isle of France, and sheltered on the north-east by Point du Diable. On the 10th of August, having left Captain Lambert in the Iphigenia, off Port Louis, the Sirius, Néréide, and Staunch, with the Iphigenia's launch and cutter, and a party of men, under Lieutenant Henry D. Chads, arrived off Grand Port. On the same evening the boats of the frigates, including those of the Iphigenia, containing about 400 men, under the command of Captain Willoughby, proceeded to the attack of the Isle de la Passe; but the weather being too boisterous, the boats returned to their ships, which, in order to deceive the enemy, put to sea, and rejoined Captain Lambert on the other side of the island.

The Sirius again arrived off the island on the 13th of August; and Captain Pym, apprehensive that the enemy might gain intelligence of his designs, did not wait the Néréide's arrival, but, at 8h. P.M., despatched five boats, including two from the Iphigenia, containing together seventy-one officers and men, commanded by Lieutenant George R. Norman, assisted by Lieutenants Henry D. Chads and John W. Watling, and Lieutenants of marines James Cottell and William Bate. The batteries on Isle de la Passe, the circumference of which is about two miles only, were all erected in commanding situations with high breast-works, and mounted nineteen heavy pieces of ordnance, including three 13-inch mortars and two howitzers. The

principal landing-place is on the inner or north-west side, which was defended by a strong chevaux-de-frise and two howitzers. The garrison consisted of two officers and eighty soldiers. Before reaching the scene of warfare, however, Lieutenant Chads separated from the Sirius's boats, and made for another part of the island, where he landed without opposition. Just as the Sirius's party got abreast the outer battery, the moon, which had been shining brightly, was obscured, and the boats were enabled to reach the third battery unperceived, when the enemy opened fire upon them, which killed and wounded several men. Having reached the landing-place, Norman and Watling attempted to scale the works, but were beaten back; and at the same time Norman was shot through the heart. Lieutenant Watling, however, made another attempt, and gained possession of the fort after a desperate struggle. After overpowering the enemy, he was joined by Lieut. Chads, who, being the senior officer, assumed command of the whole. The only loss sustained was by the party under Lieutenant Watling, which amounted to five killed and twelve wounded. The French commandant having omitted to destroy the signals, they fell into the hands of the British.

On the 14th, in th morning, the Néréide and Staunch joined company; and, on the 15th, Captain Pym committed Isle de la Passe to the charge of Captain Willoughby.[1]

The position of Isle de la Passe, in reference to its contiguity to the mainland, was not lost upon Captain Willoughby, who availed himself of every opportunity of harassing the enemy by frequent incursions. On the 17th of August, at the head of a party of 170 officers and men, he attacked the fort on Point du Diable, which he stormed and carried without sustaining any loss; and after spiking the guns and destroying the carriages and magazine, the party moved on along the coast to the town of Grand Port. On the 18th, Captain Willoughby destroyed the signal-house at Grande Rivière, and on the 19th and 20th again landed with his party; but while at a great distance from the ship at 10h. A.M., five large sail were observed standing down, under easy sail, for the Isle de la Passe Channel to Grand Port.

[1] The chagrin of this gallant officer was extreme at finding the exploit which he had set his heart upon achieving already accomplished.

Leaving the remainder of the boats to follow, Captain Willoughby departed in his gig, and after a row of five miles, reached the Néréide at noon. Having, as before mentioned, obtained possession of the French signal-book, Captain Willoughby, anxious to entice the ships into Grand Port, hoisted French colours. He then made the French signal, "the enemy is cruising off the Coin de Mire." The French frigates replied by making the private signal, which was answered from the island. Upon which they made their numbers, as the Bellone and Minerve frigates, Victor sloop, and two prizes; which latter were the Windham and Ceylon, captured on the 4th of July. At 1h. 30m. P.M., the Victor leading, arrived within pistol-shot of the Néréide, when the latter, substituting British for the French ensign, opened fire with such effect, that the corvette hailed to say she had struck, and anchored on the Néréide's starboard quarter. Lieutenant John Burns was sent to take possession; but in the meanwhile the Minerve, followed by the Ceylon, entered the channel, and, after exchanging broadsides with the Néréide, Captain Bouvet ordered Captain Morice, of the Victor, to rehoist the colours, and follow the Minerve, which was accordingly done, and the Victor was quickly under sail, in the wake of the Ceylon, steering for Grand Port. At about 2h. 40m., the Bellone, exchanging a few shot with the battery, steered towards the Néréide, as if with the intention of attacking her; but, after firing a broadside, entered the harbour with her consorts. The boats which Captain Willoughby had left behind him almost miraculously escaped capture, and arrived alongside the Néréide in safety.

Early on the morning of the 21st of August, the Windham, which, having separated from the above squadron, had steered for the Rivière Noire, was seen from the Sirius, while cruising off Port Louis. Lieutenant Watling, unaware in the twilight of the real force of the enemy, proceeded to board her with the gig and jolly-boat, the latter, with a crew of four men, in charge of John Andrews, midshipman; but, owing to some strange oversight, no arms were in either boat. Daylight discovered to the boarding party a ship of 800 tons, apparently armed with thirty guns, very near the French batteries, and distant three miles from the

Sirius. Undaunted by these discouragements, Lieutenant Watling and the midshipman boarded at the head of their men, who, armed with the boats' stretchers only, fought their way up the side, and gained possession of the deck. Thus was the Windham, mounting twenty-six guns, commanded by a lieutenant de vaisseau, and manned with thirty French sailors, captured by eleven unarmed British seamen, within shot of the French batteries. As the latter very soon opened on the Windham, Lieutenant Watling, with his little band, was in a critical situation; but, after sustaining their fire for about twenty minutes, by which one Frenchman and three lascars were wounded, the well-won prize was brought off.

Hitherto success had followed success; but the tide of fortune seemed now to have reached its height. Captain Willoughby, in the Néréide, at Isle de la Passe, being left in a very critical situation, environed with enemies sufficient to have annihilated his small force, had a vigorous attempt been made, despatched Lieutenant Deacon, in the launch, with a note to Captain Pym, who was cruising on the other side of the island, stating the arrival of the French ships at Grand Port (or Bourbon Harbour), and offering to lead in and attack them at their anchorage with one frigate besides the Néréide. Lieutenant Deacon arrived on board the Sirius on the 21st, and on the 22nd of August the latter made her appearance off Grand Port, and exchanged numbers with the Néréide, still at anchor, and maintaining her station under the little island. The Néréide immediately hoisted the signals: "Ready for action;" "Enemy of inferior force."

Captain Pym, having decided on making the attack, hoisted the signal for the Néréide's master. Mr. Robert Lesby accordingly repaired on board, but the black pilot, who was the only person acquainted with the channel beyond the Isle de la Passe, remained on board the Néréide. The Sirius then made sail and bore up with the south-east trade-wind for the passage; and at 2h. 40m. P.M., agreeably to a signal to that effect from the Sirius, the Néréide got underweigh, and, with her staysails only, followed the Sirius. At 4h. the Sirius grounded on the point of a shoal on the left-hand side of the channel, and having much way on her

at the time, was forced a considerable distance on the bank. The Néréide immediately anchored close to her, and, after much hard labour, the Sirius was hove off. Nothing more, however, could be effected that night.

On the 23rd, the Iphigenia and Magicienne, Captains Henry Lambert and Lucius Curtis, joined company, and the four frigates, led by the Néréide, at 4h. 40m. P.M., again stood down channel towards Grand Port. The following was the order of attack arranged: the Néréide to anchor between the Victor (the rearmost ship of the enemy) and Bellone; the Sirius abreast the Bellone; the Magicienne between the Ceylon and Minerve; and the Iphigenia on the broadside of the latter. The Néréide, with only her staysails, jibs, and driver set, cleared the winding passage, and stood along the edge of the reef which skirts the anchorage, directly for her allotted station. The Sirius also weighed; but keeping, on this occasion, too much to starboard, touched the ground just as the shot of the enemy were beginning to reach her, and, having great way on, notwithstanding her anchor was let go, ran over the edge of one shoal, and remained stationary on a coral rock. The Magicienne and Iphigenia successively cleared the channel; but the former, having no pilot, grounded on a bank, when about 400 yards from her station, in such a position that only three of her foremost guns would bear on the enemy. The Iphigenia, taking warning by the Magicienne's mishap, dropped her stream anchor, and brought up by the stern in six fathoms; then, letting go a bower anchor under foot, her starboard broadside was brought to bear upon the Minerve.

The Néréide in the meanwhile had begun the action with the enemy's rear, and was about to anchor in her appointed berth, when Captain Willoughby, observing the accident to the Sirius, nobly pushed on and took the station, which was to have been occupied by that ship, abreast of the Bellone, from which she was at no greater distance than 200 yards. At 5h. 15m. a most severe cannonading commenced between the 12-pounder and 18-pounder opponents; but, to add to the great disadvantage of the Néréide, the Victor also brought her guns to bear on the British ship.

The battle now raged with great fury, and at 6h. 15m. the Ceylon hauled down her colours; but before a boat

could get alongside to take possession, the ship cut her cables and made sail for the shore. But in endeavouring to effect this, the Ceylon got foul of the Bellone, and that ship also cut her cables and ran aground. At about the same time the Minerve, having had her cables cut by shot, made sail in the direction of the Bellone, and grounded close to her. The Bellone, however, took the ground in such a position that her broadside was still presented to the Néréide, upon which ship she continued a severe fire. At 7h., the latter's spring having been cut by a shot, she swung with her head in shore, and became exposed to a severe raking fire, but after a time again brought her starboard broadside to bear on the enemy.

In the early part of the action Captain Willoughby was severely wounded on the left cheek by a splinter, which tore his eye completely out of the socket. The first lieutenant was mortally wounded, the second dangerously, one marine officer, two officers of foot, and one of artillery, and the greater part of the crew and soldiers either killed or disabled. Most of the quarter-deck and many of the main-deck guns were dismounted; and the hull of the ship, in the most shattered condition, was striking the ground abaft at every heave of the swell. The ship being in this state, and five hours having elapsed since the commencement of the action without any boat or assistance arriving from any ship of the squadron, Captain Willoughby gave orders for the firing to cease, and for the small remains of his crew to shelter themselves below from the enemy's fire, which was still kept up with vigour. He then sent acting Lieutenant William Weiss to the Sirius, to acquaint Captain Pym with the situation of the ship, suggesting at the same time the possibility of towing the Néréide out of reach of the enemy with the boats, or of removing the crew and setting her on fire, and by so doing cause great injury, if not destruction, to the enemy's ships on shore in a cluster.

In reply to this message, Captain Pym sent a boat alongside the Néréide, requesting Captain Willoughby to abandon the ship, and repair on board the Sirius; but the gallant captain, willing to share with his remaining officers and crew their danger or imprisonment, sent back word that the Néréide had surrendered. Shortly afterwards a boat came alongside from the shore to know for what reason the

Néréide had ceased firing, and was answered that the ship had struck; but the boat, being in a sinking state from shot-holes, unable to reach the shore with this answer, returned to the Néréide. The Bellone continued her fire, and at a little past midnight the Néréide's mainmast fell; but it was not until 1h. 50m. A.M. that the fire of the French frigate ceased. The Magicienne and Iphigenia, after silencing the battery, also ceased firing.

At daylight on the 24th, the Bellone reopened fire upon the Néréide, and although French colours were displayed in the fore-rigging in token of surrender, the firing was continued. This attack upon a defenceless ship was then attributed to the circumstance of a small union-jack, which was still flying at the mizen topgallant masthead; and as the rigging was all cut, and the halyards by which it had been hoisted shot away, nothing remained but to cut away the mast, which was accordingly done, and the firing ceased. It was stated in Captain Pym's official letter, that every person on board the Néréide was either killed or wounded; but this proved to be incorrect. The real loss, however, was severe enough. Out of 281 officers and men, which were on board the Néréide at the commencement of this sanguinary battle, she had Lieutenant John Burns, Lieutenants Morlett (of the 33rd) and Aldwinkle (of the Madras artillery), one midshipman (George Timmins), and eighty-eight seamen, marines, and soldiers killed; and Captain Willoughby, Lieutenant Henry C. Deacon, the master, Robert Lesby, Lieutenants Thomas S. Cox (marines) and Needhall (of the 69th), Boatswain John Strong, Midshipman Samuel Costerton, and 130 seamen, marines, and soldiers wounded. Total: killed and wounded, 230; leaving just fifty-one as the number escaped. This heavy loss is attributed in some measure to the ship's having been lined with fir, which caused an immense number of splinters. The Iphigenia, out of 255 men and boys, had five seamen killed; her first lieutenant (Robert Tom Blackler) and twelve seamen and marines wounded. The Magicienne, eight men killed and twenty wounded; and the Sirius no loss whatever. On board the French ships the loss amounted to thirty-seven officers and men killed, and 112 wounded. The Magicienne being found immovable, and having much

water in her hold, was set on fire, and blew up with her colours flying at 11h. P.M. on the 24th.

The Iphigenia was warped out and anchored near the Sirius without recommencing hostilities. After every effort had been used to get the Sirius afloat without avail, a quantity of her stores was removed to the Iphigenia, with her crew and that of the Magicienne, and she was set on fire, and at 11h. A.M. on the 25th blew up. After great exertion, the Iphigenia was warped out of the channel and anchored off the Isle de la Passe, at 8h. 30m. P.M. on the 26th.

On the 27th all the ships in Grand Port were observed to be afloat, and three frigates were discovered in the offing, upon which the Iphigenia cleared for action; and having sent to the island all except about 400 or 500 men, made preparations to receive the enemy. The French squadron consisted of the frigates Venus, Astrée, and Manche, and Entreprenante brig, under Commodore Hammelin, which had sailed from Port Louis at midnight on the 21st, to relieve the squadron in Grand Port, but had been thwarted by foul winds. At 1h. P.M. the French squadron hove to off the island, and Commodore Hammelin summoned Captain Lambert to surrender at discretion. This was refused; but Captain Lambert offered to surrender the island provided the Iphigenia were allowed to retire to a British port with the officers and men; but these terms were refused, and on the 28th a proposal from General Decaen, to send the British to the Cape of Good Hope, was agreed to, and the British colours were hauled down.

Captains Pym. Lambert, and Curtis, being removed with their officers and men to Port Louis, were treated infamously, and plundered of almost everything they possessed. On the capture of the Isle of France in the succeeding December, the four captains and their surviving officers and men were tried by a court-martial on board the Illustrious, at Port Louis, for the loss of their respective ships, and most honourably acquitted; the court further stating it as their opinion, that "the Néréide was carried into battle in a most judicious, officer-like, and gallant manner; expressing at the same time its "high admiration of the noble conduct of the captain, officers, and ship's company, during the whole of their unequal contest."

On the 29th of August, being off the island of Alderney, the hired armed cutter Queen Charlotte, mounting eight 4-pounders, with a crew of twenty-seven men, Joseph Thomas, master, fought a very gallant action with a large French 16-gun cutter, having on board a crew of 120 men. The action lasted from 3h. 30m. to 5h. P.M., when the French cutter hauled off to the north-east, leaving the Queen Charlotte in a disabled state, with her boatswain killed and fourteen wounded. The opponent of the Queen Charlotte was the Swan, formerly a British revenue cruiser, and had been lengthened, so that she then measured 200 tons. The Queen Charlotte was a vessel of seventy-nine tons only, and her gallant and successful resistance of so formidable an enemy was highly praiseworthy. Among the badly wounded was P. A. Mulgrave, a passenger, who, although painfully hurt, refused to quit the deck, but continued to render all the service in his power, by supplying those near him with ammunition.

On the 8th of September, the 98-gun ship Dreadnought, Captain Valentine Collard, bearing the flag of Rear-Admiral Sotheby, while cruising off the coast of France, observed a ship anchored in a small creek on the west side of Ushant. At daybreak on the morning of the 9th, seven boats were despatched under Lieutenant Thomas Pettman. On approaching, they were received by a heavy fire of musketry from a number of troops concealed among the rocks, and from two field-pieces on the beach ; but, dashing on, they boarded and gained possession of the ship. About 600 soldiers, assembled on a precipice over the vessel, kept up a destructive fire upon the British, by which a loss was sustained of Master's mate Henry B. Middleton, William Robinson, midshipman, two seamen, and two marines killed ; and Lieutenants Henry Elton and Stewart Blackler, George Burt and Henry Dennis, midshipmen, eighteen seamen, and nine marines wounded ; and five seamen and one marine missing. Total : six killed, thirty-one wounded, and six missing or made prisoners. Two of the boats drifted on shore, and were taken possession of by the enemy.

On the 5th of September, in the morning, as the 38-gun frigate Surveillante, Captain George Ralph Collier, and gun-brig Constant, Lieutenant John Stokes, were off the Mor-

bihan, a French convoy was observed escaping from that river, and making off to the southward. The British ships lost no time in pursuing, and a part of the convoy re-entered the river. One brig, however, anchored for protection close under the rocks, and between the batteries of St. Guildas and St. Jaques. Captain Collier then despatched the boats in command of Lieutenant the Honourable James Arbuthnot, assisted by Master's mate John Illingworth, and Midshipmen John Kingdom, Digby Marsh, Edwin F. Stanhope, William Crowder, John Watt, and Herbert Ashton, to attempt the destruction of the brig. In addition to the guns of the batteries, the boats had to contend against a body of troops stationed in the caverns near the brig, and also field-pieces; but, undeterred by this formidable opposition, the vessel was boarded, her cables and hawsers cut, and brought out without any loss on the part of her captors. Captain Collier, in his official letter, made very handsome allusion to the important service rendered by the Constant, Lieutenant Stokes, who with great skill navigated his brig between the rocks, and by her well-directed fire upon the enemy, doubtless saved the frigate's boats from severe loss.

On the following night Captain Collier sent away two boats, in command of Mr. Illingworth, assisted by Midshipmen John Kingdom and Hector Rose, to destroy a watch-tower and 1-gun battery lately erected at the mouth of the river Crache. The service was performed with great gallantry, in broad daylight; for, having first decoyed the guard from the battery, the British attacked and drove them from the beach, spiked the gun (a long 24-pounder), and levelled the whole building with the ground. Mr. Illingworth was very deservedly promoted on the 1st of August, 1811.

On the 10th of September the 18-pounder 38-gun frigate Africaine, Captain Robert Corbet, arrived at Bourbon, and joined Commodore Rowley's squadron. On the 11th she chased a French schooner off the Isle Ronde, Isle of France, which she drove on shore in a small creek. Two boats from the frigate, commanded by Lieutenant George Forder and Jenkin Jones, master's mate, were sent in, and boarded the schooner; but she was so effectually defended by a body of soldiers on each bank of the narrow creek, that the British were compelled to abandon her, with the loss of two men

killed, and Lieutenant of marines James Jackson (2), Henry Sewell, midshipman, and fourteen men wounded.

On the morning of the 12th, the Africaine having returned to Bourbon to land her wounded, two frigates and a brig were observed to windward, which were the French 18-pounder 38-gun frigates Iphigénie (late Iphigenia) and Astrée, and Entreprenante brig, standing in towards St. Denis, as if disposed to offer battle. Commodore Rowley, in the Boadicea, accompanied by the 18-gun sloop Otter, Commander James Tomkinson, and gun-brig Staunch, Lieutenant Benjamin Street, weighed from St. Paul's Bay and proceeded in chase of the French frigates, and shortly afterwards the Boadicea made her number to the Africaine. The enemy's frigates at this time bore from the latter north, distant about eight miles. The Africaine then made sail on a wind in chase of the French ships, and at 6h. 20m. P.M. lost sight of the Boadicea, as did the latter of the Otter and Staunch. At 7h. 30m. the Africaine had arrived within about two miles of the weather quarter of the French frigates, and her superiority of sailing was such as to enable her to keep way with them under topsails and foresail. As it grew dark, the Africaine threw up rockets to indicate her position to the Boadicea.

At 1h. 50m. A.M. on the 13th, in the midst of a heavy squall, the French frigates bore up, followed by the Africaine; and at 2h. 10m., the enemy having again hauled to the wind, the Africaine found herself within musket-shot on the weather and starboard quarter of the Astrée. The Boadicea was now about five miles distant on the lee quarter of the Africaine. Captain Corbet, anxious to prevent the enemy from entering Port Louis, from which they were not far distant, determined to commence the unequal contest; and at 2h. 20m. a double-shotted broadside was fired into the Astrée. This the French frigate immediately returned; and at the second broadside Captain Corbet was mortally wounded, a shot striking off his right foot above the ancle, and a splinter causing a compound fracture of the thigh. The command then devolved upon Lieutenant Joseph Crew Tullidge, who received Captain Corbet's injunction, as he was being carried below, to bring the enemy to close action. At 2h. 30m. the Astrée, having her jib-boom shot away, and the clue of her

fore-topsail cut, filled and ranged ahead; and the Iphigénie then bore up, and took a station on the lee quarter of her consort. The breeze having freshened, the Africaine boldly ran between the two ships to windward of the Iphigénie, and opened fire upon this fresh opponent, from her larboard guns, having at the same time the Astrée on her weather bow. At 3h. 30m. the Africaine had her jib-boom and fore-topmast shot away, and shortly afterwards her mizen-top-mast. Lieutenant Tullidge, although severely wounded in four places, refused to quit the deck; the next officer in seniority, Lieutenant Forder, had been shot through the breast with a musket-ball and carried below; and at 4h. the master had his head taken off by a round shot. At 4h. 45m. A.M., at which time her three lower masts were in a tottering state, her hull dreadfully shattered, and the decks covered with killed and wounded, the Africaine ceased firing. Being in this disabled state, and finding at daylight that the Boadicea was still more than four miles to leeward, the Africaine at about 5h. hauled down her colours; but the enemy continued to fire on the surrendered ship for some minutes, and Captain Elliott, and several men, were killed in consequence.

In this tremendous conflict, the Africaine, out of 295 men and boys, including a lieutenant and twenty-five soldiers of the 86th regiment, had her master, Samuel Parker, Captain Elliott, of the army, twenty-eight seamen, fourteen marines, and five soldiers killed; and Captain Corbet (mortally), Lieutenants Tullidge and George Forder, Lieutenants James Jackson (marines) and Horne (85th regiment), John Theed and Jenkin Jones, masters' mates, Charles Mercier and Robert Leech, midshipmen, seventy-six seamen, twelve marines, and seventeen soldiers, wounded Total: forty-nine killed, and 114 wounded. The acknowledged loss of the French frigates was ten killed and twenty-five wounded; but this is supposed to be much less than that really sustained. The Africaine being totally dismasted, was taken possession of by the French; but recaptured on the afternoon of the same day by the Boadicea and consorts. Lieutenant Tullidge was tried by court-martial for surrendering the ship, and with the surviving officers most honourably acquitted, and complimented upon the gallant conduct evinced upon

this occasion. It is gratifying to know that Lieutenant Tullidge received the just reward of his bravery by promotion to the rank of commander on the 1st August, 1811.

The Boadicea, accompanied by the Africaine, Otter, and Staunch, anchored in St. Paul's Bay on the 15th.

On the 17th of September, the 18-pounder 32-gun frigate Ceylon (of 670 tons, built for an East-Indiaman), Captain Charles Gordon, arrived off Port Louis from Madras, in expectation of falling in with the Boadicea; but, after reconnoitring the port, made sail for Bourbon. At 1h. 15m. P.M. Commodore Hammelin, in the 18-pounder 40-gun frigate Venus, accompanied by the 16-gun corvette Victor, weighed in pursuit of the Ceylon, and at 2h. P.M. were descried from the Ceylon in chase of her. The British frigate continued steering west by south, hoping to reach Bourbon, where Captain Gordon doubted not he should find the Boadicea. The Venus, however, overtook the Ceylon at 1h. 15m. A.M. on the 18th, and commenced the action. A running fight was maintained with much spirit, until 4h. 30m., by which time the Victor had also arrived up, and commenced taking part in the action. Having lost fore and main-topmasts and gaff, and being otherwise much disabled, the Ceylon then hauled down her colours. The loss on board the Ceylon, out of a crew of 295 men and boys, amounted to six seamen and four soldiers of the 69th killed; and Captain Gordon (severely), William Oliver, master, Captain Ross, of the 69th, Boatswain Andrew Graham, seventeen seamen, one marine, and nine soldiers wounded. Total: ten killed and thirty-one wounded. The mizenmast, and fore and main-topmasts of the Venus were shot away, but her loss is not stated.

At 7h. 30m. A.M. of the same day, Commodore Rowley, with the Boadicea, Otter, and Staunch, discovered the two French ships and their prize abreast of St. Denis; and having received fifty volunteers from the Africaine, weighed and made sail in chase. At 8h. A.M. the Victor took the Ceylon in tow; but at 3h. 30m. P.M., finding the British gain rapidly in the pursuit, the Victor removed her men from the prize, and hauled up to join the Venus. The latter then stood towards the Boadicea, and the corvette made sail towards the Isle of France. At 4h. 40m. P.M. the Boadicea ran the Venus alongside, and after ten minutes' engagement, in which

the British frigate had two men wounded, and the Venus nine killed and fifteen wounded, the latter hauled down her colours. The Boadicea taking the Venus in tow, and the Otter the Ceylon, returned to the Isle of Bourbon. Captain Gordon subsequently resumed the command of the Ceylon, and being tried by court-martial for her loss, was most honourably acquitted. The Venus, a fine ship of 1,100 tons, was taken into the British service, and, to perpetuate the name of Captain Willoughby's gallantly-defended ship, was called the Néréide. The recapture of the Ceylon, and capture of the Venus, entitles those serving in the Boadicea, Otter, and Staunch, to the naval medal.

On the night of the 27th of September, the boats of the 120-gun ship Caledonia, Captain Sir Harry Neale ; 74-gun ship Valiant, Captain Robert D. Oliver ; and 38-gun frigate Armide, Captain Richard D. Dunn, at anchor in Basque Roads, were sent away under the orders of Lieutenant Arthur P. Hamilton, of the Caledonia, to destroy three brigs lying under the protection of a battery at Pointe du Ché. A division of 130 marines, under Captains Thomas Sherman and Archibald McLachlan, Lieutenants John Coulter, John Couche, and Robert Little, the latter of the marine artillery, were ordered to effect a landing, and attack the battery, and a large body of troops assembled for the protection of the vessels. At 5h. 30m. A.M. the marines were landed, the battery carried, and the guns spiked. The troops were routed at the point of the bayonet by Captain Sherman and the marines, and two of the brigs captured, and the third destroyed by the seamen. The marines re-embarked without losing a man ; but one private was wounded, and Lieutenant Little, in attempting to cut down the sentinel at the entrance of the battery, received the contents of his musket in his right hand, which rendered amputation necessary. Those present in the above action are entitled to the naval medal.

On the night of the 28th of September, Commander Robert Hall, of the 14-gun brig Rambler, lying in Gibraltar Bay, having been detached with some gun-boats in quest of enemy's privateers, after a pull of twenty hours, landed with thirty officers and men, near the entrance of the river Barbate, Tarifa. After traversing the sand-hills, to get at large French privateer, protected by two 6-pounders and

thirty dragoons, in addition to her own crew, Captain Hall and his party commenced the attack, and after some sharp firing the enemy retreated, with the loss of five dragoons and two seamen killed. The privateer was brought out.

On the 14th of October, the 10-gun brig Briseis, acting Commander George Bentham, cruising in the North Sea, chased the French 14-gun schooner privateer Sans Souci. After a run of eight and an action of one hour's duration, the privateer surrendered, having had eight men killed and nineteen wounded. The Briseis had one master's mate, Alexander Gunn, James Davidson, captain's clerk, and two seamen killed, and eleven men wounded. Commander Bentham was confirmed in his rank for this action ; and the naval medal is granted to the participators in the victory.

On the 25th of October, the 10-gun brig Calliope, Commander John McKerlie, captured, in the North Sea, the Countesse d'Hambourg, French schooner privateer of fourteen guns and fifty-one men, after a chase of two hours and a smart running action. The schooner's mainmast was shot away, and she was otherwise much shattered ; her loss is not mentioned, but the Calliope had three men wounded.

On the 27th of October, when about twenty leagues south-west of Scilly, the 16-gun brig Orestes, Commander John R. Lapenotiere, captured the French brig privateer Loup-Garou, of sixteen guns and 100 men, after an hour's running action, in which the privateer had four men wounded.

On the 4th of November, while the 18-gun corvette Blossom, Commander William Stewart, was cruising off Cape Sicie, she chased a xebeck, and it falling calm, two boats were despatched in pursuit, in which were Lieutenant Samuel Davies, Richard Hambly, master's mate, and John Marshall, midshipman. About 7h. A.M. the privateer, which was the Cæsar, of four guns and fifty-nine men, opened a fire upon the boats, killing Lieutenant Davis and three seamen, and wounding Mr. Hambly and four men. With the twenty-six men left, Mr. Marshall continued the pursuit, and gallantly boarded and carried the privateer, with the addition of five men wounded. The enemy had four men killed and nine wounded. Mr. Hambly was promoted on the 19th of January following. This is a naval medal boat action.

On the 8th of November, the boats of the 32-gun frigate

Quebec, Captain Sibthorpe J. Hawtayne, commanded by Lieutenant Stephen Popham, assisted by Lieutenants Richard A. Yates, and John McDonald, master's mate, attacked and captured the French schooner privateer Jeune-Louise, of fourteen guns and thirty-five men, at anchor within the Vliestroom, in the Texel. The boats, previously to effecting this, unfortunately grounded on the sand, within pistol-shot of the schooner; and in that situation received some broadsides and musketry. The French captain, Galien Lafont, fell in personal conflict with Lieutenant Yates. The British loss amounted to two men (one killed and one drowned), and one wounded. Besides the officers above named, there were present in the boats, Gilbert Duncan, captain's clerk, and Charles Ward, volunteer, first class.

On the 15th of November, at 11h. 40m. P.M., the 14-gun schooner Phipps, Commander Christopher Bell, chased a lugger privateer into Calais; and early on the morning of the 16th, the Phipps fell in with, and commenced a running action with another lugger, which she chased so close to the shore, that at 5h. 30m. A.M., in order to prevent her running on the rocks, the Phipps ran her on board. Pouring in her broadside, Lieutenant Robert Tryon, with Patrick Wright, master's mate, and Peter Geddes, boatswain, at the head of a party of seamen, boarded, and in a few minutes carried the lugger, which proved to be the Barbier-de-Seville, mounting sixteen guns, with a crew of sixty men. Lieutenant Tryon was mortally wounded, and one seaman was killed. The privateer had six killed and eleven wounded, and was so much shattered, that she sank soon after her capture, carrying with her one of the crew of the Phipps.

On the 3rd of December, the Isle of France capitulated to a squadron under the command of Vice-Admiral Bertie, whose flag was flying on board the Africaine, consisting of the following:—

Guns.	Ships.		
74	Illustrious ..	Captain	William Broughton
Frigates	Cornwallis ..	„	James Caulfield
	Africaine ..	„	Chas. Gordon (act.)
	Boadicea	„	Josias Rowley
	Nisus	„	Philip Beaver
	Clorinde .	„	Thomas Brigga
	Menelaus ..	„	Peter Parker

	Ships.		
Frigates	Néréide	Captain	Robt. Henderson (act.)
	Phœbe	,,	James Hillyar
	Doris	,,	Wm. Jones Lye
	Cornelia	,,	Henry F. Edgell
	Psyché	,,	John Edgecumbe
	Ceylon	,,	James Tomkinson (act.)

Sloops, &c.—Hesper, Commander Wm. Paterson; Eclipse, Commander Henry Lynne (act.); Hecate, Commander Geo. Rennie (act.); Actæon, Commander Viscount Neville; Staunch, Lieut. Benjamin Street; Emma,[1] Lieut. Hector Craig.

Also a fleet of transports containing 10,000 troops, under Major-General Abercromby. This capture was effected after some severe skirmishing, and was attended with the loss on the part of the British of twenty-eight killed, ninety-four wounded, and forty-five missing. The French regulars amounted to 1,300, and the militia to 10,000 men; the island was defended by 209 cannon. In Port Louis were found the 40-gun frigates Bellone, Minerve, Manche, Astrée, Néréide, and Iphigénie, corvette Victor, and brig Entreprenante; also the Charlton, Ceylon, and United Kingdom, late English Indiamen, and twenty-four French merchant ships. The Bellone under the name of Junon, the Astrée under that of Pomone, and the Iphigénie under her English name, were added to the British navy; but the Néréide was found in so bad a state that she was sold to be broken up.

On the 10th of December, in the evening, the 10-gun brig Rosario, Commander Booty Harvey, cruising off Dungeness, fell in with two French lugger privateers. The Rosario immediately ran one alongside, which was boarded and taken possession of by Lieutenant Thomas Daws, at the head of a party of men. The prize was the Mamelouck, of sixteen guns and forty-five men, seven of whom were wounded. The Rosario had two men severely, and three slightly wounded.

On the 12th of December, the 4-pounder 8-gun cutter Entreprenante, the crew of which consisted of thirty-three men and boys, Lieutenant Peter Williams, while lying becalmed, near Malaga, was attacked by four large French privateers—one of six guns and seventy-five men; a second of five guns and forty-five men; and the others of two heavy guns and twenty-five men each. At 11h. A.M. the firing

[1] Supposed to have foundered off Madagascar in 1811.

commenced on both sides, and was continued until 2h. 45m. P.M., during which time three ineffectual attempts were made to board the cutter; but being repulsed with the utmost gallantry, the privateers took to their oars, and swept away, fired at by the cutter as long as her shot would reach. The Entreprenante had one man killed and ten wounded; several of her guns were dismounted, and her spars and rigging very much cut. Notwithstanding his extremely good and gallant conduct, which preserved the cutter from capture, Lieutenant Williams, though of ten years' standing, had to wait four years longer for his promotion.

On the 7th of December, in the evening, the 10-gun brig Rinaldo, Commander James Anderson, while cruising off Dover, observed two large luggers standing towards the English coast. On seeing the Rinaldo, they endeavoured to cross the brig, and regain their own shores; but perceiving the design, the Rinaldo, after a smart action, ran the nearest one on board, her jib-boom passing under the lugger's jib-stay. The French crew, which in number greatly exceeded the Rinaldo's, then attempted to board; but being repulsed with loss, the lugger was boarded and captured by Lieutenant Edward G. Palmer, who was severely wounded in the contest. The prize was the Maraudeur, of fourteen guns and eighty-five men. The other vessel escaped into Calais.

On the 17th of December, at 3h. 30m. P.M., while standing out from St. Helen's, on her way to Dover, the Rinaldo discovered four luggers in the offing, with their sails lowered; and in order to decoy them after him, Captain Anderson stood in shore, and trimmed sails so as to permit them to approach after dark. At 5h. P.M., the Ower's light bearing west-north-west, distant half a mile, the two largest luggers ranged up under the Rinaldo's stern, and firing their broadsides, hailed, and in a very abusive manner ordered her to surrender. The Rinaldo being fully prepared for the salute, tacked and poured a broadside into each of them: she then wore round, and when within pistol-shot of the largest, fired a second broadside. The effect of this was to bring down the lugger's masts and sails, and to make the crew call for quarter, who hailed that the vessel was sinking, and desired that boats might be sent to their assistance. The second lugger now bore up, apparently intending to board the

Rinaldo, but she was soon compelled to haul off; and having lowered her sails, the crew hailed to say that they had struck. While wearing round and manning her boats to send to the sinking prize, the Rinaldo was carried by the current foul of the Ower's light vessel, and the second lugger, which had surrendered, taking advantage of this accident, rehoisted her sails and escaped. The largest lugger went down, and out of a crew of seventy men, only the captain and two were saved. The vessel's name was Vieille Joséphine, and mounted sixteen guns.

On the 13th of December, a party, consisting of 350 seamen and 250 marines, from the 74-gun ships Kent, Captain Thomas Rogers; Ajax, Captain Robert W. Otway, frigate Cambrian, Captain Francis W. Fane; and corvettes Sparrowhawk and Minstrel, Commanders James Pringle and Colin Campbell, the whole under the command of Captain Fane, landed near the Mole of Palamos, on the south coast of Spain, for the purpose of destroying an armed ketch, some xebecks and merchant vessels, lying under the protection of two batteries. The batteries and magazines were destroyed, and the vessels brought off with a trifling loss; but, unfortunately, in returning to the ships, the men, instead of retiring along the beach, where they would have been covered by the fire of the corvettes, took their road through the town. In consequence of this inconsiderate step, they became exposed to a murderous fire from the French troops, who had posted themselves in the houses, by which two officers, nineteen seamen, and twelve marines were killed; and fifteen officers, forty-two seamen, and thirty-two marines wounded; and two officers, forty-one seamen, and forty-three marines made prisoners. Total: thirty-three killed, eighty-nine wounded, and eighty-seven prisoners. Captain Fane, who remained on the mole-head to the last in the performance of his duty, was among the latter.

1811.

On the 4th of February, the boats of the frigates Cerberus and Active, Captains Henry Whitby and James A. Gordon, were despatched, under the command of Lieutenant George Haye, of the latter ship, to board four vessels, lying in the port of Pestichi, on the coast of Italy. Three of the vessels were brought out, and the fourth burnt, with no loss to the British.

On the 12th, the boats of the same frigates were sent away, under the orders of Lieutenant James Dickenson, of the Cerberus, assisted by Lieutenants George Haye and George C. Urmston, and Master's mates James Gibson and Samuel Rennie, together with a party of marines, under Lieutenant John Meares, to bring out some vessels at anchor in the harbour of Ortona. At 10h. A.M., the boats having approached the mole, a fire of great guns and musketry was opened from a trabacculo, mounting six guns, and from soldiers posted on the beach and hills. The British responded to this salute by three cheers, and, dashing on, boarded and carried the trabacculo in a few minutes. The party then landed, and having driven the enemy before them, ten vessels, laden with wheat, oil, &c., were captured, and the magazines containing stores destroyed. This service was attended with no severer casualty than four men wounded.

On the evening of the 4th of March, Commodore Dubourdieu, who in the month of October last entered the harbour of Ancona, sailed from that port with a squadron of six large frigates, one 16-gun brig, a 10-gun schooner, 6-gun xebeck, and two gun-boats, having on board about 500 troops, intended to garrison Lissa (a small island on the coast of Dalmatia) as soon as they should have gained possession of it. Early on the morning of the 13th, Commodore Dubourdieu came in sight of the British squadron, at this time about a mile from the entrance of Port St. George. At

4h. A.M. the extremes of the island of Lissa bore from the Amphion east by south and south by west, and at 6h. the Franco-Venetian squadron bore down to the attack, in two divisions, in the following order :—

STARBOARD, OR WEATHER DIVISION.		LARBOARD, OR LEE DIVISION.	
Guns.	Ships.	Guns.	Ships.
40	Favorite (commodore)	40	Danaé
	Flore		Corona (Venetian)
32	Bellona (Venetian)	32	Carolina (Venetian)
16	Mercure	A schooner, xebeck, and gun-boats	

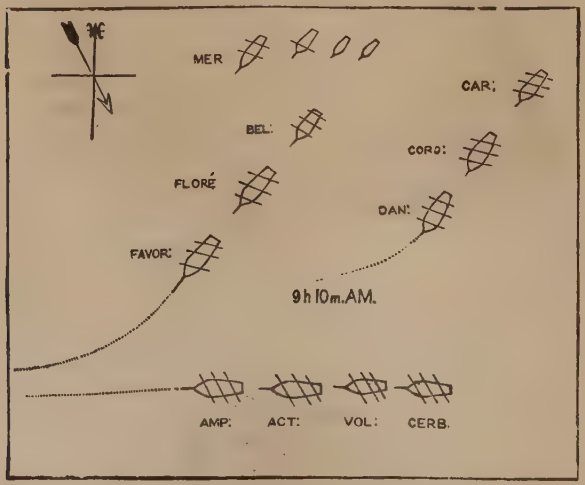
The British ships, under top-gallant sails and jib, each with a red ensign at the peak, and decorated with the union jack and an ensign at the foremast head and on the different stays, were quickly formed in line ahead in the following order :—

Guns.	Ships.	
32	Amphion	Captain William Hoste
38	Active	,, James A. Gordon
28	Volage	,, Phipps Hornby
32	Cerberus	,, Henry Whitby

The enemy's squadron was composed of four large 18-pounder 40-gun 1,100 ton frigates, and two 12-pounder 32-gun frigates of 700 tons. The 40-gun frigates mounted from forty-eight to fifty guns each, and the 32-gun frigates thirty-six guns, including twenty-four long 12-pounders on the main deck ; besides which, the small vessels mounted together thirty-six guns. At the lowest estimate, this squadron had on board 2,500 men. The British squadron consisted of three 18-pounder frigates : the Active, of 1,058 tons, mounting forty-four guns ; Amphion, of 914 tons, mounting forty-two guns ; and Cerberus, of 816 tons and thirty-eight guns ; and the Volage, of 529 tons, rated as a 22-gun ship, and armed with twenty-two 32-pounder carronades on the main deck, and four 18-pounder carronades and two long 6-pounders on the quarter-deck and forecastle. The crews of the above ships did not exceed 880 in all. The actual force of the contending parties may therefore be thus stated : British, 152 guns, 880 men : Franco-Venetians, 300 guns, and 2,500 men : showing a superiority in favour of the enemy of 146 guns and 1,620 men ; or, taking into consideration the overwhelming number of men, of more than half.

Notwithstanding this disparity, which was well known to Captain Hoste, he made no effort to decline the combat; but, on the contrary, with his gallant companions, exulted in the prospect of a meeting for which they had for many months eagerly longed. With his ships formed in line on the starboard tack, in the order already stated, so compact that the flying jib-boom of the one was only a few feet from the spanker of the other, Captain Hoste gallantly offered battle to the enemy. Emulating the immortal Nelson, under whom he had first learned to meet a foe, Captain Hoste determined to try the effect of a signal, which, while it on his part served to show a grateful remembrance of his former commander and patron, might also knit by still stronger bonds the captains, officers, and seamen under his command. He therefore telegraphed "REMEMBER NELSON." The meaning of the flags was no sooner known than it was received with hearty and enthusiastic cheers.

At 9h. the Amphion and Active opened fire upon the Favorite. The relative positions of the two squadrons at this period we endeavour to illustrate by a diagram.



At 9h. 10m., the Favorite being close on the weather

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Wm Hoste

beam of the Amphion, evinced an intention to lay her on board; but the vigorous fire opened upon her by that frigate, and in particular the discharge of about 750 musket-balls from a 5½-inch howitzer on the quarter-deck, which caused great havoc among the French crew assembled on the Favorite's forecastle, induced the commodore to forego it, and to haul to the wind in a parallel course with the British. The rate of sailing of the British frigates was about three miles an hour, and as they continued to stand close-hauled, all the enemy's ships being unable to cut their compact line, were obliged also to haul up. This enabled the Danaé, and subsequently the Corona and Carolina, to open their broadsides on the Volage and Cerberus, which ships returned their fire with great spirit.

At 9h. 40m. the Amphion, being within half a cable's length of the north-west shore of Lissa, made the signal for the squadron to wear together. The Favorite being on the weather bow of the Amphion, in endeavouring to wear and get to leeward of the British line, struck on the rocks and bilged. The Cerberus having had her rudder-head choked by a shot, was some time in coming round, in consequence of which the Volage was under the necessity of passing under her stern, and thus became the leading ship on the larboard tack. The Flore having sustained very slight damage to her sails, wore round under the stern of the Amphion, and hauled up on her lee quarter, and at about the same time the Bellone took a station on the Amphion's weather quarter, and both opened a heavy fire. The Danaé now wore, and was followed by the Corona and Carolina, the Danaé taking her station abeam of the Volage, and her followers on the bow and quarter of the Cerberus.

Thus all except the Active became closely engaged. The Volage nobly maintained her station, and the character of a frigate which she was thus called upon to support, and with her 32-pounder carronades dealt such destruction on the decks of her antagonist, that the Danaé kept a close luff to seek a greater range, by which her long guns would retain their advantage. The Cerberus was ninety men short of complement, and suffered very severely in her unequal contest with her two antagonists; but the Active, having made sail, was at length enabled to get up to the assistance of her

friends in the van, and as she approached, the Danaé, Corona, and Carolina bore up to the eastward and made sail.

The Amphion in the meanwhile had suffered much from the fire of her two opponents; and, in order to lessen his disadvantages, Captain Hoste gradually edged off the wind to close the Flore. Crossing her bows within half pistol-shot, the Amphion again hauled up on the larboard tack, and brought her broadside to bear on the Flore's starboard bow. This was about 11h. 10m., and after continuing the fire for about ten minutes, the Flore struck her colours. The Bellona, when the Amphion bore up, followed her example, and taking a station across the Amphion's stern, maintained a destructive fire. Unable to take possession of the Flore, in consequence of the damage done to her running rigging, which prevented her from hoisting out a boat, and her stern and quarter boats being knocked to pieces, the Amphion turned her attention to the Bellona, and having with difficulty wore round on the starboard tack, took up a position on the weather bow of that ship, which, at a few minutes before noon, was also compelled to haul down her colours. Lieutenant Donat H. O'Brien, in a small punt, then proceeded to take possession of the prize. Captain Hoste perceiving the enemy flying in all directions, made the signal for a general chase, which, however, could only apply to the Active, as no other ship was in a condition to chase. The Amphion then came to the wind on the larboard tack, to leeward of the Cerberus and Volage.

The Flore, after the Amphion and other ships ceased to fire at her, had by degrees been making sail, and was now out of gun-shot to windward, when, taking advantage of her situation, and of the disabled state of her captor, she crowded all sail, and effected an escape into Lessina. The Active was in a situation to have sunk the Flore; but, perceiving that she had surrendered, Captain Gordon made sail in chase of the Corona. After receiving a galling fire as she approached, the Active at 1h. 45m. P.M. succeeded in getting alongside the Corona to leeward, when an action commenced, which was maintained with great spirit until 2h. 30m., when the Corona surrendered. The Carolina and Danaé had by this time got under the protection of the batteries of Lessina, and the small vessels had also effected their escape.

In such an action, the loss and damages of the different ships, as may be supposed, were severe. The Amphion's lower masts were all three badly wounded, her larboard main yard-arm and mizen-topmast were shot away, and her sails and rigging much cut. Out of a crew of 251 men and boys, her loss amounted to her boatswain, Richard Unthank, Midshipmen John R. Spearman and Charles Hayes, seven seamen, and five marines killed; and Captain Hoste (in his right arm, and some severe contusions), Lieutenant David Dunn, severely, Captain of marines Thomas Moore, Midshipmen Francis G. Farewell and Thomas Edward Hoste, Captain's clerk Frederick Lewis, first class volunteers Honourable W. Waldegrave and Charles Buthane, thirty-four seamen, and four marines wounded. Total: fifteen killed, forty-seven wounded. The Active's damages were comparatively slight; and out of her complement of 300 men and boys, four seamen were killed, and Second Lieutenant of marines John Mears, eighteen seamen, and five marines wounded. Total: four killed and twenty-four wounded. The Cerberus had only lost her mizen-topsail-yard; but her hull was much shattered; and out of a crew of 160 men and boys, her purser, Samuel Jeffery, Midshipman Francis S. Davey, eight seamen, and three marines were killed; and Lieutenant George C. Urmston, thirty-three seamen, and seven marines wounded. Total: thirteen killed and forty-one wounded. The mainyard of the Volage was shot away in the slings, besides which she lost her fore-topgallant-mast, and was also damaged in her masts, sails, and rigging, and in hull considerably. Her loss, out of 175 men, amounted to Midshipman John George, ten seamen, and two marines killed; First Lieutenant of marines William S. Knapman, twenty-seven seamen, and four marines wounded. Total: thirteen killed and thirty-three wounded. Grand total: forty-five killed and 145 wounded.

Of the prizes, the Corona sustained a loss of upwards of 200 in killed and wounded; and the Bellona had seventy killed, and about the same number wounded, including her captain (Duodo) mortally.

At 4h. P.M. the Favourite, having been set on fire by her crew, blew up with a great explosion. At 9h. P.M. the Corona, while in tow of the Active, caught fire on the main-

top, and in a short time the mainmast was in flames. The Active cut herself clear, and the Corona continued burning until 11h. 30m. P.M., when, owing to the exertions of Lieutenants James Dickenson and George Haye, the flames were got under; but not without the loss of the mast, and of four seamen and one marine of the Active, who were drowned; and Lieutenant Haye, and Midshipman Sephas Goode, and two seamen, who were severely burnt.

The Corona, a very fine ship, was added to the British navy under the name of Dædalus, and the Bellona under that of Dover, but only to be employed as a troop-ship. Each of the captains present at the action of Lissa (but not until after a lapse of some years) received a gold medal, and the first lieutenants of the ships—David Dunn, Amphion; James Dickenson, Cerberus; William Wilmot Henderson, Active; and William Wolrige, Volage—were promoted to the rank of commander. The naval medal was awarded in 1847 to the surviving participators.

To offer a word in the shape of eulogy, in reference to this action, would, we feel, be superfluous; the facts speak for themselves; but it may be necessary to remark, that although there have been those disposed to think lightly of such enemies as Venetians, yet it is clear that these ships were fought with the utmost skill, and defended to the last extremity; indeed, had it not been for the accident to the Favourite, Captain Hoste might have dearly rued his temerity in meeting such enemies. A victory would doubtless have been achieved, but the sacrifice must have been great. Yet that accident was not the effect of simple chance, but of the skill of Captain Hoste, who foresaw it from the first, and by standing so long on the starboard tack, enticed the French commodore to the rocks on which his ship was wrecked. Captain Hoste made a formal demand for the surrender of the Flore, which ship had notoriously struck to the Amphion, but, in defiance of every honourable principle, his letters were disregarded.

On the 24th of March, the French 40-gun frigate Amazone, Captain Rousseau, was chased by the 74-gun ship Berwick, Captain James Macnamara, while attempting a second time to get from Havre to Cherbourg, and obliged to anchor in a small rocky bay under shelter of a battery,

but where she struck, and lost her rudder. A small squadron soon assembled, comprising the 38-gun frigate Amelia, Captain the Honourable Frederick P. Irby, 16-gun brigs Goshawk and Hawk, Commanders James Lilburne and Henry Bourchier, which at 8h. A.M. anchored about two miles to the northward, not being able to stem the tide. At noon the Niobe, Captain John W. Loring, joined, and at 4h. P.M. the whole stood in among rocks and shoals, and cannonaded the frigate and batteries. On the following day the attack was about to be renewed, when the Amazone was set on fire by her crew and destroyed. The Berwick and Amelia had each one man killed, and the Amelia one wounded.

The island of Anholt, captured in May, 1809, having been found useful as a depôt for British merchandize, and as a resort for the Baltic cruisers, Captain James Wilkes Maurice, of Diamond Rock celebrity, was appointed governor, with a garrison of thirty-one marine artillery and 350 marines, under Major Robert Torrens. The Danes, however, determined, if possible, to regain possession of the island, fitted out an expedition in the summer of 1810 ; but, deterred by the large naval force in the Baltic, delayed making the attempt until the winter. But so long as the sea remained open, the British cruisers remained ; and when at length driven away by the ice, the Danes were, from the same cause, prevented from carrying their design into effect. When milder weather set the vessels at liberty, troops to the number of 1,000 men, including 200 organized seamen, embarked in twelve transports, protected by twelve gun-boats, having crews of sixty or seventy men, each mounting two heavy long guns, and four brass howitzers. On the 24th of March, Anholt was visited by a Danish officer, bearing a flag of truce, but who was in reality a spy ; and he having ascertained that the garrison did not exceed 400 men, that the lighthouse fort was the only battery of importance, and that one solitary armed schooner was the sole naval force, returned to Gerrild Bay, where the flotilla had assembled. On the 26th the flotilla got underway, and the same day the 32-gun frigate Tartar, Captain Joseph Baker, and 16-gun sloop Sheldrake, Commander James P. Stewart, arrived at Anholt.

On the 27th, at 4h. A.M., the Danish troops, under cover of a thick fog, disembarked, unseen, about four miles to the westward of Fort Yorke. It had been intimated to Captain Maurice, in the month of February, that an attack was intended, and every precaution in his power had been taken for defence, and pickets stationed all round the island. Just before dawn, the out-pickets on the south side of the island made the preconcerted signal for the enemy's being in sight, when the brigade of four howitzers, covered by 200 rank-and-file, commanded by the governor in person, having with him Major Torrens, the commandant of the battalion, quitted the lines to oppose the landing; but finding that the enemy had already disembarked, the marines were ordered to fall back upon the forts to avoid being outflanked.

A division of 200 Danish seamen, under Lieutenant Holstein, had in the meanwhile gained the heights, and were advancing cheering, when a fire from Massarene Battery obliged them to retire with precipitation to the beach, and to abandon a small battery which they had taken, and which was quickly regained by the British, in good order and without loss. As the day opened, the Danish flotilla was observed to have taken a position within gun-shot of the works, upon which a signal was made to Captain Baker, in the Tartar, that the enemy had landed, and that the gun-boats had begun the cannonade. The Tartar and Sheldrake weighed from the north side of the island as soon as the firing was heard; but Captain Maurice annulling the Sheldrake's signal, the Tartar proceeded alone; but having to stand off some distance to get round the shoals, it was a long time before she could be brought to act.

The main body of the Danes had by this time crossed the island, and taken post on the northern side, under shelter of the sand-hills, and a detachment, consisting of 150 men, advanced in a very gallant manner to the assault; but the fire from Forts Yorke and Massarene kept them in check, and although repeatedly rallied, were at length driven back. Lieutenant Holstein's division on the south side having brought up a field-piece, which enfiladed Massarene Battery with some effect, Major Melstedt, the commander-in-chief, encouraged by the apparent success of this step, ordered the main body to advance, and a general assault to take place

Major Melstedt was killed by a musket-ball while gallantly leading on his men ; the next in command, Captain Reydez, had both his legs shot off, and the brave Holstein was killed shortly afterwards. The incessant fire from the batteries, and also from the Anholt schooner, Lieutenant Henry Lorraine Baker, which had anchored close to the shore on the flank of the Danes, in a little time drove them from the shelter of the sand-hills, and finding it impossible to advance or retreat, they held out a flag of truce, and offered to surrender upon certain terms. Captain Maurice, however, would hear of nothing short of an unconditional surrender, which, after some deliberation, the Danes acceded to.

The Danish gun-boats observing the approach of the Tartar, immediately made off to the westward, and the troops on the south side having then no means of retreat, also laid down their arms. These, with the troops on the north side, amounted to 520 men, exclusive of twenty-three wounded. The remaining half of the invaders fled towards the west end of the island, where they succeeded in regaining the gun-boats and transports. The Tartar and Sheldrake pursued the gun-boats, and the latter overtook and captured one boat, manned with sixty seamen, and mounting two long 24-pounders and four brass howitzers ; and another, mounting two 18-pounders and four howitzers, with a crew of sixty-four men. A third gun-boat was sunk by the brig's shot. The Tartar captured two boats, laden with stores and provisions. The Danish loss amounted in the whole to thirty-five killed and twenty-three wounded. The British, notwithstanding the severity of the service, had only two men killed, and Major Torrens and thirty men wounded. The naval medal has been limited to those borne on the books of Anholt Island.

On the 30th of March, the 38-gun frigate Pomone, Captain Robert Barrie ; 36-gun frigate Unité, Captain Edward H. Chamberlayne ; and the 18-gun brig Scout, Commander Alexander R. Sharpe, arrived off the Bay of Sagone, Corsica, in which were lying the French 26-gun store-ships Giraffe and Nourrice, in company with a large merchant-ship, timber laden, bound to Toulon. Although the enemy's ships were protected by a 4-gun and mortar battery and a martello tower, and by some of the guns of the Giraffe, landed for the

purpose, as well as by 200 troops assembled on the neighbouring heights, the British ships, towed by their boats, proceeded to the attack. At 6h. P.M. the squadron opened their broadsides, and at 7h. 30m. P.M. the Giraffe, bearing a commodore's pendant, and in a short time the Nourrice also, were observed to be on fire. The merchant-ship became involved in the same ruin, upon which the Pomone and consorts were towed out of reach of danger from the explosions. At 8h. 50m. the Giraffe, and shortly afterwards the Nourrice, blew up, and some of the burning timbers from the latter falling on the martello tower, entirely demolished it, and the sparks setting fire to the battery below, it was also destroyed. In performing this service, the Pomone had two men killed, and ten seamen, seven marines, and two boys wounded. On board the Unité, Midshipman Richard Goodridge and two men were wounded; and in the Scout, Lieutenant William Neame severely, her boatswain (James Stewart), and one seaman, slightly wounded; making a total of two killed and twenty-five wounded.

On the 4th of May, at 10h. A.M., the 38-gun frigates Belle-Poule and Alceste, Captains James Brisbane and Murray Maxwell, being off the coast of Istria, chased a French 18-gun brig into the harbour of Parenza. Having received information that a vessel of the brig's description was expected at Ragusa with supplies for the French frigates Danaé and Flore, Captain Brisbane resolved to attempt her capture. Accordingly, the Belle-Poule, followed closely by the Alceste, stood within a cable's length of the rocks, at the entrance of the harbour, and opened fire upon the brig, and a battery under which she lay, and, after an hour's cannonade, compelled the brig to haul on shore, under the town, out of gun-shot. At the close of day the frigates anchored about five miles from the shore, and Captain Brisbane determined, as the easiest method of destroying the brig, to take possession of the island at the mouth of the harbour. At 1h. P.M., therefore, the boats of the two frigates, containing 200 seamen and 100 marines, under the orders of Lieutenants John M'Curdy and Richard B. Boardman, and Edmund A. Chartres and Arthur Morrison, of the marines, Midshipmen Hamilton Blair, Charles M. Chapman, Edward Finlay, Henry Maxwell, John Hall, and Arthur Grose, of the Belle-

Poule; and Lieutenants John Collman Hickman and Rickard Lloyd, Howard Moore, acting master, and Midshipmen James Adair, Charles Croker, and Thomas Redding, of the Alceste, landed and took quiet possession of the island. By 5h. P.M. on the 5th, a battery of two howitzers and two 9-pounders was constructed on a commanding eminence, and a field-piece was also placed on the left to divide the attention of the enemy. Soon after daylight the enemy opened a cross fire from four different positions, which was returned by the British with great vigour, during five hours. By this time, however, the brig was cut to pieces and sunk; and this, their principal object, accomplished, the party re-embarked with their guns, but not without losing Richard Kelly, gunner of the Belle-Poule, and three men killed, and having four men wounded. The above is a naval medal boat action.

On the 6th of May a French squadron arrived off Isle de la Passe, under Commodore Roquebert, consisting of the 40-gun frigates Renommée, Clorinde, and Néréide, each having on board 200 soldiers, which had been despatched from Brest to the relief of the Isle of France, the news of the capture of that island not having reached France. On their arrival within five miles of the island, being suspicious of the event which had happened, a boat from each ship was sent to reconnoitre. The Renommée's boat succeeded in gaining full information, but the other boats were detained. The frigates then made sail to the eastward, and in the course of the day were chased by the 18-pounder 36-gun frigates Phœbe and Galatea, Captains James Hillyar and Woodley Losack; and 18-gun brig Racehorse, Commander James De Rippe, part of a squadron detached from the Cape station to intercept them. Expecting to be joined by the 38-gun frigate Astrea, Captain Charles M. Schomberg, nothing was done towards bringing the enemy to action.

The crew of the Galatea, annoyed that more vigorous measures were not pursued (the enemy being at this time apparently within reach), went aft in a body and requested Captain Losack to bring the French frigates to action. This, though a highly irregular step, Captain Losack so far attended to, as to go on board the Phœbe to make known their wishes to Captain Hillyar. On the 9th, the Astrea

hove in sight to leeward, and the Phœbe and Galatea, in bearing up to join her, lost sight of the enemy.

Commodore Roquebert, thus left to himself, resolved to attempt the surprise of some post on the Isle of Bourbon, and on the night of the 11th arrived off that island; but the heavy surf breaking near the intended place of landing induced this plan to be given up. The French squadron then made sail for Madagascar, and on the 19th of May arrived off Tamatave, and the British garrison, consisting only of 100 men of the 22nd regiment, most of whom were sick, fell an easy prey to the squadron. Captain Schomberg, judging this to be the direction taken by the enemy shaped his course accordingly, and on the morning of the 20th gained sight of the squadron. At noon the French ships formed in the following order on the larboard tack—Clorinde, Renommée, Néréide—and stood along the land to windward of the British, which, close-hauled on the starboard tack, were endeavouring to get up with them. At 4h. P.M. the Astrea, the leading ship, being nearly a mile ahead of her consorts, and abreast of the Renommée, was fired at by that ship, and subsequently the Phœbe and Galatea were also engaged. The Astrea, after passing the Néréide, endeavoured to tack; but the concussion of the firing having dispelled the light air of wind, the Astrea missed stays, and was unable, it appears, to wear. The French commodore finding one of the British ships thus in irons, took advantage of it, and bearing up with the Renommée and Clorinde, and taking stations on the stern and quarter of the Phœbe and Galatea, opened a very severe fire upon them; the Néréide at the same time keeping up a distant cannonading with the Astrea. After a time, a slight revival of the breeze having wafted the Clorinde and Renommée down upon the Galatea, that ship had to bear the brunt of the action, and was severely handled. The Phœbe and Astrea meanwhile became engaged with the Néréide, but the Racehorse took little or no part in the action.

The Galatea's two opponents—the Clorinde, under her stern, and the Renommée on her starboard quarter—keeping their broadsides to bear by the aid of the boats, rendered the situation of that frigate very critical; but after having two boats sunk by shot, in endeavouring to get her broad-

side to bear upon her assailants, she at length, by getting sweeps out of the head, was enabled to open her broadside upon the Renommée, and partially upon the Clorinde also. The situation of the Néréide, however, and a light breeze springing up, induced the Galatea's opponents to proceed to the assistance of their consort. This was at a little before 8h. P.M., so that for three hours the Galatea had been exposed to the fire of two powerful enemies. So serious were the Galatea's damages, that, on being hailed by the Astrea, Captain Losack stated the ship to be in too disabled a state to chase the enemy, now making off to the northward. Her fore and mizen-topmasts were gone, foremast, mainyard, main-topmast, and bowsprit in a precarious state, scarcely a shroud, stay, or rope uncut, and near four feet water in her hold, with more than sixty of her crew killed and wounded.

The Astrea, Phœbe, and Racehorse, however, had not received much damage, and were enabled to overtake and capture the Renommée at a little past 10h. P.M., and this ship was taken possession of by a boat from the Phœbe. The Astrea and Phœbe continued until 2h. A.M. on the 21st to follow the Clorinde, without avail; but the Néréide, greatly shattered, reached Tamatave, where she was soon afterwards captured.

The damages of the Astrea were immaterial, and her loss, out of a crew of 271 men and boys, amounted to two seamen killed, and the first lieutenant, John Baldwin, and fifteen wounded. The fore-topmast of the Phœbe fell just after discontinuing the chase of the Clorinde, besides which, her lower masts and bowsprit were badly wounded, and her sails and rigging much cut. Her loss amounted to seven seamen killed; and John Wilkey, midshipman, and nine men severely, one mortally, and sixteen men slightly wounded. Total: seven killed; one mortally, and twenty-three severely and slightly wounded. The state of the Galatea's spars and rigging has been already mentioned: in her hull were fifty-five shot-holes, and her stern was much damaged. Her loss was as follows: First Lieutenant of marines Hugh Peregrine, eight seamen, and five marines killed; and two seamen mortally wounded, Captain Losack severely by a splinter, Second Lieutenant of marines Henry Lewis, and twelve seamen, and five marines severely, and

her first lieutenant, Thomas Bevis, Henry Williams, and Alexander Henning, midshipmen, seventeen seamen, four marines, and three boys, slightly wounded. Total : fourteen killed ; two mortally, nineteen severely, and twenty-seven slightly wounded. The enemy's loss in killed and wounded in the Renommée and Néréide, according to the official letter of Captain Schomberg, amounted in the former to 145 (including Commodore Roquebert, killed), and in the latter to 130. The first lieutenants of the Astrea and Phœbe (John Baldwin and George Scott) were promoted ; but Lieutenant Thomas Bevis remained in the same rank until 1829. This is a naval medal action.

On the morning of the 8th of May, the 18-gun brig Scylla, Commander Arthur Atcheson, being off the Isle of Bas, brought to action the French 10-gun brig Canonnière, having a convoy of five vessels under her protection. At 11h. 30m. the action commenced, and at 11h. 45m., being close to the Portgalo Rocks, off Morlaix, and finding it to be the intention to run the Canonnière on shore, Captain Atcheson (although the Scylla was going at the time eight knots) laid her alongside, and in about three minutes compelled the crew to surrender. Two men of the Scylla were killed, and Midshipman Thomas Liven and one man wounded. The Canonnière had her commander (Enseigne de vaisseau Schilds) and five men killed, and eleven wounded. One vessel of the convoy was captured, but the other four escaped by running on shore.

A new enemy was now about to contest the dominion of the seas with England. The navy of the United States, though insignificant taken as a whole, was composed of large and heavy frigates. In the year 1794 the American government gave orders for building two 74-gun ships, of 1,620 tons American measurement (equivalent to 1,750 tons English) ; and also for one 44-gun frigate. The timbers were prepared and set up, but a more amicable footing having been established in reference to England, they remained on the stocks unproceeded with. Subsequently, it was determined to finish the two former as frigates; and this was effected by contracting them a little in the beam, which reduced their tonnage to about 1,530 tons English measurement. The first was launched in 1798, and named the

United States, and the second in the same year, and named the Constitution. They were described as 44-gun frigates, and for many years their real force remained a mystery. The ship intended for a 44-gun frigate, although built exactly upon the original plan, was then nominally reduced to a 36-gun frigate. In 1798, two more 44-gun frigates were built, and named the President and Philadelphia, but the latter was destroyed by fire. "If we consider," says James, "that it is only to add about four feet to the extreme breadth of the President to make her a larger ship than the generality of British seventy-fours, and that her yards are as square, and her masts as stout as theirs, some idea may be formed of the size and formidable appearance of the American 44-gun frigate. Having had ocular proof of the manner in which the President was fitted, we shall take her for our guide. This beautiful ship had fifteen ports and a bridle of a side on the main deck, eight of a side on the quarter-deck, and four of a side on the forecastle, without reckoning the chase-ports on the forecastle. This gave the ship fifty-four ports for broadside guns; but she had the means of mounting sixty-two broadside guns. For instance, instead of her gangway being of the usual width of four or five feet, it was ten feet. This deviation from the common plan was to allow room for the carriage and slide of a 42-pounder carronade; and a novel and ingenious method was adopted to obviate the necessity of uniting the quarter-deck and forecastle bulwarks, and consequently of destroying that single-decked appearance which, for the purpose of deception, it was necessary to maintain. Between the quarter-deck and forecastle bulwarks, was the same open or untimbered space (known as the waist-hammock netting) as in any other frigate, but the stanchions for supporting the hammock-cloths were of extraordinary stoutness, and so arranged along the gangway as to form ports for four guns, which could be as effectively mounted as any in the ship."[1]

It does not, however, appear that gangway-guns were mounted, but two other carronades were placed in the entering port on the quarter-deck, and thus the American 44-gun frigate actually mounted fifty-six guns. On the main deck

[1] Naval History of Great Britain, vol. vi. p. 6.

thirty long 24-pounders (varying as follows: President, eight feet and a half in length, and weighing 48½ cwt.; in the United States, nine feet and a half, and in weight 50 cwt.; and Constitution, ten feet, and weighing 54 cwt.), and on the quarter-deck and forecastle 24-carronades, 42-pounders, and two long 18-pounders. Total: fifty-six guns. The crew embarked numbered 475, of which the following is the analysis: "Officers and petty officers, eighty; able seamen, 180; ordinary, 145; marines, sixty-five; boys, five." The distinction between the ordinary and able seaman was merely nominal, and all were men carefully selected. In fact, the American 44-gun frigates were "line-of-battle ships in disguise."

On the 16th of May, while the 20-gun corvette Little Belt, Commander Arthur B. Bingham, was off Sandy Hook, steering to the southward, she was discovered by the United States 44-gun frigate President, Captain Charles Ludlow, bearing the broad pendant of Commodore John Rogers. At 1h. 30m. P.M., the two ships being ten miles distant from each other, the President showed her colours, and the Little Belt, having done the same, supposing the stranger to be British, made her number and demanded the stranger's; but as this could not be complied with, Captain Bingham, conjecturing the nation of the frigate, resumed his course round Cape Hatteras, followed by the American. At 6h. 30m. P.M., Captain Bingham wishing before dark to remove all doubts that the stranger was a friend, hove to with guns double-shotted, and hoisted British colours. To prevent the President from taking a raking position, which her course seemed to indicate an intention of doing, the Little Belt wore three times, and at 8h. P.M. was on the starboard tack, and about 90 yards from the President. Captain Bingham then hailed the stranger, but received no answer; and as the President was still advancing, the Little Belt wore a fourth time, and came to on the larboard tack.

The President then shortened sail and hove to on the same tack, about eighty yards on the weather-beam of the corvette, and Captain Bingham again hailed, and asked, "What ship is that?" The hail was repeated, or rather re-echoed from the American frigate, as was also the ques-

tion, " What ship is that?" At this instant a gun was fired from each ship, but whether by accident or design, or from which ship first, remains, and will probably continue to be involved in doubt. Without further parley a cannonading then took place, which lasted about half an hour, when the Little Belt, from the loss of after-sail, fell off so that none of her guns would bear, and ceased firing. The President also ceased firing, when Commodore Rogers again hailed the British vessel, and was told, what he already was perfectly aware of, that her opponent was a British ship ; but in reply to the question, " Have you struck?" Captain Bingham answered in the negative.

The Little Belt had all her masts badly wounded, and her rigging and sails cut to pieces. Out of a crew of 121 men and boys, Samuel Woodward, midshipman, and ten men were killed ; and acting Master James MacQueen and ten men severely, and her boatswain, James Franklin, and W. B. Hutchings, midshipman, and eight men and boys slightly wounded. Total : eleven killed and twenty-one wounded. The President, whose thick sides must have been impervious to the Little Belt's shot, had only one boy wounded.

At daylight the next morning, the President bore up to speak the Little Belt, and at 8h. A.M. Commodore Rogers sent a boat alongside with a lieutenant to express his regret at " the unfortunate affair," as it was designated, and offered any assistance in his power, which was of course declined. The President then made sail to the westward, and the Little Belt proceeded to Halifax, which she reached on the 28th. Having fully described the force of the President, it remains only to state that the Little Belt's armament consisted of only eighteen carronades, 32-pounders, and two long 9-pounders.

On the 23rd of May, the 32-gun frigate Sir Francis Drake, Captain George Harris, when lying about 13 miles to the north-east of Rembang, island of Java, discovered a flotilla of fourteen Dutch gun-vessels, which were so closely pursued, that at 7h. A.M. five were compelled to anchor under the guns of the frigate. The others furled sails, and pulled to windward to gain the shore, but were pursued by the ship's boats under the orders of Lieutenant James

Bradley; and although the boarders were exposed to the fire of grape from several pieces of ordnance, the remaining nine vessels were captured without the loss of a man.

On the 26th of May, the boats of the 16-gun brig Sabine, Commander George Price, were detached under the orders of Lieutenant William Usherwood, to attempt the capture of five French privateers at anchor under the Fort of Sabiona, near Cadiz. Lieutenant Usherwood was assisted by Lieutenant Patrick Finucane, and the master, Thomas Settle; together with some midshipmen not named. The privateers were small fast-sailing vessels, each mounting two 4-pounders, and having a crew of twenty-five men. Although the privateers were moored under a battery, the attack was so ably planned, and gallantly executed, that each boat captured one of the number without loss. Two of the vessels, however, were secured by a hawser fast to the lower gudgeon on the stern-post, by which they were hauled on shore, and one marine was wounded in repelling an attack of the French soldiers. The other three privateers were brought off.

On the 26th of May, at daylight, the 18-gun brig Alacrity, Commander Nisbet Palmer, cruising off Cape St. Andrea, in the island of Elba, with the wind moderate from the eastward, observed, about six miles to the westward, the French 20-gun brig Abeille, acting Lieutenant De Makau, of which she proceeded in chase. The Abeille immediately hove to, hoisted her colours, and fired a gun in token of defiance, and, as the Alacrity approached her, fired two raking broadsides. The French brig then filled and tacked, and, having gained the weather-gage, fired a broadside at her opponent as she passed on the opposite tack; then bearing up, she ran under the stern of the Alacrity, raked her, and hauled up on the same tack (the larboard) as the Alacrity, and engaged her to leeward. The Abeille being exceedingly well handled, managed to keep rather on the quarter of the Alacrity, by which means the latter made a very poor return to the smart and vigorous firing of her enemy. The damaged state of the Alacrity's sails having caused her to drop astern, the Abeille took a position on her starboard bow. The Alacrity then endeavoured to pass under the stern of the French brig, but this the latter avoided by bearing up. The two brigs being then before

the wind, continued engaging until the Alacrity, being nearly defenceless, and all her officers, except the boatswain, either killed, wounded, or driven from the deck, hauled down her colours. This was about three-quarters of an hour from the commencement of the action. The second lieutenant of the Alacrity and thirteen seamen being absent in a prize, her crew consisted of not more than 100 men and boys, of whom the first lieutenant, Thomas G. Rees, and four seamen were killed; and her captain (slightly), David Laing, master's mate, —— Warren, midshipman (mortally), William Turner, surgeon, James Flaxman, boatswain (severely), and eight men wounded. The Abeille, out of a crew of 130 men and boys, had seven men killed and twelve wounded. Captain Palmer, although slightly wounded only between the thumb and forefinger, died about a month afterwards of lock-jaw. A court-martial sat on board the Gladiator, at Portsmouth, on the 30th of May, 1814, for the trial of the surviving officers and crew, when the court acquitted them of all blame, and attributed the brig's capture to the early loss of the officers, and to the captain's not returning to the deck after his wound was dressed by the surgeon. The court eulogized the conduct of James Flaxman, the boatswain, which indeed formed a noble contrast to the dastardly behaviour of more than one of the Alacrity's officers.

On the 26th of May, in the morning, Commander John Toup Nicolas, in the 18-gun brig Pilot, observing four settees on the beach almost immediately under the town of Strongoli, near the entrance of the Gulf of Taranto, despatched her boats under the orders of Lieutenants Alexander Campbell and Francis C. Annesley, the master, Roger Langland, Master's Mate Henry P. Simpson, Midshipman John Barnes, and —— Scotten, the carpenter, to endeavour to bring them off. The Pilot at the same time anchored as near to the shore as the shoal water would permit. In spite of the opposition offered by a large body of mounted *gendarmes*, foot soldiers, and militia, the party effected a landing, and, after dislodging the enemy from an advantageous position, three of the vessels were brought off, and the fourth destroyed. This service was performed without the loss of a man, and with only one wounded.

On the 27th of June, while the 16-gun brig Guadaloupe, Commander Joseph S. Tetley, was cruising off Cape Creus, on the north coast of Spain, two strange sail were observed to leeward, which proved to be the French 18-gun brig Tactique and 8-gun xebeck Guêpe. Captain Tetley, determined on engaging, continued to bear down on the enemy, which, under French colours, awaited the Guadaloupe's approach. At a little before 1h. P.M., the starboard broadside of the Tactique was fired at the Guadaloupe, but the latter continuing to stand on, passed under the stern of the French brig, and raked her with considerable effect, after which she stationed herself on the Tactique's lee-beam, and a smart action ensued, in which the xebeck joined. At 1h. 30m. the crew of the Tactique attempted to board, but they were repulsed with great slaughter. The action continued until 2h. 15m., when the Tactique bore up for the batteries of St. André, whither the Guêpe had preceded her. The Guadaloupe, in her gallant encounter, suffered much in sails and rigging ; but had only one man killed, and the first lieutenant and nine men severely, and several slightly wounded. It was subsequently ascertained that the loss of the Tactique amounted to eleven killed, and sixteen mortally, and thirty-two dangerously and slightly wounded.

On the 4th of July, at daylight, the boats of the Unité, Captain Edwin H. Chamberlayne, cruising on the Italian coast, were sent away to cut out an armed brig at anchor off Port Hercule. The officers employed on this service were, Lieutenant Joseph W. Crabb, Lieutenant of marines George Victor, and Michael Dwyer, Henry Collins, and Duncan Hutchinson, master's mates. On the approach of the boats, the brig, which was the St. Francois-de-Paule, mounting eight guns, and protected by a battery of two 8-pounders on the beach, opened fire on the boats. The light winds preventing the ship from approaching to co-operate, Lieutenant John M'Dougal was sent with the launch to support the other boats ; but before his arrival, the brig was captured, and out of range of the fire from the battery.

At 9h. A.M. the 18-gun brig Cephalus, Commander Augustus W. J. Clifford, having joined company, both stood along the coast in search of an enemy. At 5h. P.M. several vessels were seen near Civita Vecchia, upon which Commander Clifford,

whose acquaintance with the coast was good, offered to lead into the anchorage, and take charge of the boats, should Captain Chamberlayne require their services. The Cephalus accordingly stood in, and anchored under a battery of four 8-pounders, where she was soon joined by the Unité. The French were driven from their guns by the united fire of the British ships, after which the boats brought away three merchant vessels, in the face of a smart fire of musketry from the shore. The master of the Cephalus, Isaac Simon, was the only person wounded.

On the 21st of July, the 32-gun frigate Thames, Captain Charles Napier, joined the Cephalus off Porto del Infreschi, into which the latter had on the day previously driven a French convoy of twenty-six sail. Followed by the Thames, the Cephalus entered the harbour, and both ships opened fire on eleven French gun-boats and a felucca, mounting between them six long 18-pounders, two carronades, and three brass and two iron 6-pounders, and manned with 280 men. The enemy's fire was soon silenced, and while the boats under Commander Clifford took possession of the vessels, the marines, commanded by Lieutenant David M'Adam, landed, and stormed a martello-tower, making an officer and eighty men prisoners. This service occupied in its execution about two hours, and was attended with no other casualty than Hood Douglas, boatswain, and three men of the Cephalus, wounded. The Thames and Cephalus, with all the prizes in company, and thirty large spars intended for the ships of war building at Naples, then got underway, and proceeded to sea.

On the 27th of July, the boats of the Active, Captain James A. Gordon, at anchor off the town of Ragosniza, in the Adriatic, were despatched, under Lieutenants William Wilmot Henderson, George Haye, and Robert Gibson, Lieutenant of marines John Mears, and Master's mates and Midshipmen Charles Friend, Henry Law, Redmond Moriarty, Norwich Duff, William Simpkins, Joseph Cammilleri, Nathaniel Barwell, Charles Bentham, George Moore, William Woods, and William T. Robinson, to attack a convoy of twenty-eight vessels, laden with grain for the garrison of Ragusa. The entrance to the creek in which the vessels had taken shelter being very narrow, and commanded by three

gun-boats, Lieutenants Henderson, Haye, and Mears, and Mr. Friend, with the small-arm men and marines, landed on the right bank, to take possession of a hill, leaving Lieutenant Gibson to attack the gun-boats, as soon as the precon certed signal announced that the shore party had reached the desired point. Lieutenant Henderson and his party gained the hill, and after making the signal, repaired to render assistance, if necessary, to Lieutenant Gibson; but the attack of that officer on the gun-boats had been so vigorous, that their crews jumped overboard, and escaped to the shore. The guns of these vessels were then turned upon the enemy, and the whole convoy was captured without the loss of a man to the British, and with only four wounded in the boats. Ten of the vessels were set on fire, and the remainder, with the gun-boats, brought off.

On the 25th of July, Lieutenant Edmund Lyons, in command of the launch and cutter of the 74-gun ship Minden, having been ordered to land some Dutch prisoners at Batavia, conceived the bold design of gaining possession of a strong fort at the north-east extremity of Java. An attack had been meditated with the boats of the squadron cruising off Batavia, which had been laid aside in consequence of the great strength of its garrison, but Lieutenant Lyons, with two boats and thirty-five officers and men, voluntarily undertook a service for which 450 men had been deemed insufficient. This officer, however, was one of those who accompanied Captain Cole in his assault of Fort Belgica,[1] and it was not a trifle which would deter him from putting such a design in execution.

On the 27th of July the prisoners were landed; and on the 29th, Lieutenant Lyons, having reconnoitred the fort, took shelter under a point of land until night should conceal his advance. At a little past midnight, just as the moon was sinking below the horizon, the boats quitted their hiding-place and pulled for the battery, which mounted fifty-four pieces of heavy ordnance, and was garrisoned with 180 soldiers. The hopes entertained of taking the enemy by surprise were quickly dissipated by the sentinels on the walls, who, perceiving the approach of the two boats, fired their muskets to alarm the garrison; but undaunted by this,

Lieutenant Lyons ran the boats aground, notwithstanding the heavy surf, close under the embrasures of the lower tier of guns. In a few minutes the little band found themselves in possession of the lower battery, three of its defenders having been killed in the act of putting matches to their guns. Lieutenant Lyons then formed his men, and, leading them on, carried the upper battery; but, on reaching the hill, found the Dutch troops drawn up to oppose them. The British sailors, after firing a volley, rushed on to the charge, Lieutenant Lyons calling out that he had 400 men, and would give no quarter; upon which the Dutch fled, panic-stricken, through the postern gateway in the rear of the fort. At 1h. A.M. a fire was opened on the fort, from a small battery in the rear, and from two gun-boats, which was returned by a few men, while the others were employed in spiking and destroying the remaining guns.

An attack was then made by a battalion of Dutch troops, which were permitted to approach unmolested until they had reached the gate of the fort, when two 24-pounders, loaded with grape and musket-balls, fired by Lieutenant Lyons and Mr. T. Langton, committed such havoc, that the enemy fled in great disorder. Taking advantage of this favourable moment, Lieutenant Lyons withdrew his party, carrying with him the Dutch colours; and as the barge was bilged, the whole embarked in the cutter, and returned to their ship, without the loss of a man, and with only one midshipman, Thomas Langton, and three seamen slightly wounded. Another midshipman, Charles H. Franks, then only fifteen years of age, distinguished himself greatly on this occasion, and, in the face of a heavy fire, hoisted a British ensign on the flagstaff of Fort Marrack, which was left flying when the daring party left. Lieutenant Lyons, having undertaken this service wholly upon his own responsibility, lost for a time the reward of his temerity, but his gallantry was nevertheless properly appreciated on the arrival of Rear-Admiral the Hon. Robert Stopford at Java.[1]

The island of Java and its dependencies capitulated on the 18th of September, after a series of gallant exploits and

[1] The naval medal has been awarded to Rear-Admiral Sir Edmund Lyons, Bart. G.C.B., who thus distinguished himself as a lieutenant, and to the survivors of his daring band.

numerous skirmishes, in which the seamen and marines bore an ample share. The fleet employed under Rear-Admiral Stopford consisted of the following :—

Guns.	Ships.	
74	Scipion	Rear-Ad. Hon. Robert Stopford (red)
	Illustrious	Commodore Wm. Robt. Broughton
		Captain Robert W. G. Festing
	Minden	,, Edw. Wallis Hoare
64	Lion	,, Henry Heathcote
44	Akbar	,, Henry Drury (act.)
Frigates	Nisus	,, Philip Beaver
	Présidente	,, Samuel Warren
	Hussar	,, James C. Crawford
	Phaëton	,, Fleetwood B. R. Pellew
	Leda	,, George Sayer
	Caroline	,, Christopher Cole
	Modeste	,, Hon. George Elliot
	Phœbe	,, James Hillyar
	Bucephalus	,, Charles Pelley
	Doris	,, Wm. Jones Lye
	Cornelia	,, Henry Folkes Edgell
	Psyché	,, John Edgecumbe
	Sir Francis Drake	,, George Harris
Sloops	Procris	Commander Robt. Maunsell
	Barracouta	,, Wm. Fitzwilliam Owen
	Hesper	,, Barrington Reynolds
	Harpy	,, Henderson Bain
	Hecate	,, Henry John Peachey
	Dasher	,, Benedictus M. Kelly
	Samarang	,, Joseph Drury

together with eight cruisers of the Honourable East-India Company's service, and transports, in all nearly 100 sail. The troops were 8,000 strong, under the command of Major-General Wetheral and Colonel Robert R. Gillespie. The loss sustained by the navy was as follows :—eleven seamen and four marines killed, and Captain Edward Stopford (right arm shot off), Lieutenant Francis Noble, Lieutenants of marines Henry Elliot and John S. Haswell, John D. Worthy and Robert G. Dunlop, master's mates, twenty-nine seamen, and twenty marines wounded, and three seamen missing ; and the loss sustained by the army amounted to 141 killed, 733 wounded, and thirteen missing ; making a total loss of 156 killed, 788 wounded, and sixteen missing. The naval medal has been granted to all present during the operations.

The following gallant affair took place during the operations antecedent to the final subjugation of Java. The Sir Francis Drake, Captain George Harris, having been despatched with the Phaëton, Captain Pellew, and Dasher, Commander Kelly, to intercept two French frigates, known to be in the neighbourhood, were, on the 29th of August, lying at anchor off Madura, of which island Captain Harris determined to attempt the capture. Commander Kelly, in the Dasher, accordingly proceeded to seek an anchorage as near as possible to the town of Samanap, the capital of the island, accompanied by the boats of the Sir Francis Drake and Phaëton, under the command of the respective captains. On the 30th, at daylight, the expedition entered the channel between the east end of Madura and Pulo 'I Lanjong, and at a little past midnight landed unobserved, about three miles from the fort. At 1h. 30m. A.M. on the 31st, the party, consisting of about 150 men, reached the fort before being perceived, of which, after a warm but ineffectual resistance, they became masters, although it was garrisoned with between 300 and 400 Madura pikemen, and mounted sixteen guns. Daylight made visible French colours hoisted at the east end of the town, and also the natives assembling in great numbers; upon which Captain Harris ordered Captain Pellew, with 100 small-arm men and one brass field-piece, landed from the ship, to proceed with a flag of truce and a message to the governor, calling upon him to surrender the island, and promising that private property should be respected. The message was conveyed to the governor by John William Oldmixon, midshipman, who received for answer, that unless the British evacuated the fort within ten minutes, and quitted the island, the whole should be put to the sword.[1] This announcement proceeding from a person at the head of about 2,000 armed men, drawn up in an advantageous position, and protected by four field-pieces, was not to be disregarded; but it had not the desired effect. Captain Harris determined to make the attack, and having ordered Captain Pellew to advance, he, with seventy small-arm and twenty pike men, leaving a reserve of forty or fifty men in the fort, sailed out, and dashed on at the left wing of the

[1] A very animated account of the proceedings of this gallant party will be found in the *United Service Journal* for April, 1840.

enemy. The move was attended with complete success, for in a short time the Dutch governor (whose acknowledged force was 300 muskets, sixty artillerymen, and near 2,000 pikemen, each armed with a long pike, a pistol, and a creese) was observed to break his line, and draw off two field-pieces, in order to oppose the advance of Captain Harris's division. Both British columns at about the same time fired a volley, and for five minutes a sharp firing was kept up ; but as the British continued to advance undauntedly, the Dutch gave way, and an animated charge routed them, and left the British in possession of the colours and guns. The governor and several other Dutch inhabitants were also secured ; but Captain Harris accepted a flag of truce from the Rajah of Samanap, and gave up his prisoners, on the condition that none of the people of the district should again take arms against the British. This success was followed by the subversion of French authority in Madura and the adjacent islands.

The loss in effecting this service amounted to three men killed and twenty-eight wounded. Amongst the latter was Lieutenant of marines George Roach, who was twice speared while gallantly endeavouring to wrest the colours from a French officer. He further distinguished himself while Captain Harris was negotiating with the rajah, by destroying, at the head of the marines, a fort mounting twelve guns, situated at the mouth of the river leading, it was supposed, to the town of Samanap. The loss sustained by the enemy could not be correctly ascertained, but included the principal officer of the native troops and his two sons, a tolerable proof that the victory was not achieved over unresisting men.

On the 1st of August, as a squadron, consisting of the 32-gun frigate Quebec, Captain Charles Sibthorpe Hawtayne, 16-gun brig Raven, Commander George G. Lennock, gun-brigs Exertion and Redbreast, Lieutenants James Murray and Sir George M. Keith, baronet, and hired armed cutters Alert and Princess Augusta, were cruising off Texel, information of some Danish gun-brigs was received, which induced Captain Hawtayne to despatch ten boats from the squadron, under the command of Lieutenant Samuel Blyth, containing 117 seamen and marines, to cut them out. In

the boats were the following officers :—Lieutenants Samuel Blyth, John O'Neale, Samuel Slout, Charles Wolrige, and Thomas Hare (sub-lieutenant) ; Master George Downey ; Lieutenant of marines Humphrey Moore ; Master's mates Robert Cook and John McDonald ; Richard Millet, midshipman, John Muggridge, pilot, and Stephen Pickett, carpenter. On the 2nd the boats entered the river Jahde, and the same afternoon came in sight of the gun-brigs, four in number, lying at anchor within the island of Nordeney, armed with one long 12, and two long 6 or 8-pounders each, and manned with a crew of twenty-five men. The boats were received with a severe fire of grape and canister ; but Lieutenant Blyth, in the Quebec's barge, pulling rapidly towards the first, was in a short time upon her deck, killing one man and wounding two others in the struggle. Mr. Muggridge, who was in the same boat, was opposed by two soldiers, one of whom he shot dead, but the second wounded him in the throat with a bayonet, and his life was only preserved by his falling overboard. He was picked up by the next boat. Lieutenant Blyth having gained possession of the first gun-brig, and other boats arriving to his assistance, he turned her guns upon the three remaining vessels, which he was enabled to do with comparative impunity. Unfortunately, however, the ammunition, which was on the deck, accidentally took fire, and killed or wounded nineteen persons, including Lieutenant Blyth, who was blown overboard. This officer had previously been wounded in the shoulder. The action, notwithstanding this accident, was proceeded with, and in ten minutes all three vessels were taken possession of, they having had two men killed and ten wounded.

In addition to the loss by the explosion, the British had two men killed and nine wounded, including Lieutenants Blyth and Slout, and Muggridge and Millet. Lieutenant Slout died of his wounds a few days afterwards. Of those who suffered by the explosion, three died the next day, and several were very badly scorched, including Lieutenant Moore, of the marines. The prizes were all carried off, and Lieutenant Blyth received his dearly-bought promotion to a commander's rank on the 5th of September. This is a naval medal boat action.

On the 19th of August, at 2h. P.M., the 16-gun brig Hawk,

Commander Henry Bourchier, when about six leagues to the eastward of St. Marcouff, came in sight of a convoy steering for Barfleur. These vessels were protected by three gun-brigs and two large luggers, which vessels hauled out from the convoy to attack the Hawk. At 5h, 30m. P.M. the action commenced, within pistol-shot, between the Hawk and her five enemies, and was maintained with great spirit for some time ; but eventually two of the brigs, the two luggers, and fifteen sail of the convoy were driven on shore. Having pursued them closely, the Hawk, in the act of wearing, also took the ground ; but after an hour's exertion in lightening her, during which time her crew were exposed to a fire of artillery and musketry from the shore, she was got afloat, and anchored to repair her damages. Commander Bourchier at night despatched the boats, commanded by Lieutenant David Price, assisted by the master, John Smith, and gunner, Thomas Wheeler, to endeavour to bring out or destroy the vessels, which service was accomplished in a highly creditable manner. The brig Héron, pierced for sixteen guns, but mounting only ten, together with three large transports, laden with ship-timber, was brought out. The Hawk's loss amounted to one seaman killed and four wounded. Commander Bourchier was promoted on the 22nd, and the naval medal has been granted to the surviving participators.

On the 24th of August, as the frigates Diana and Semiramis, Captains William Ferris and Charles Richardson, were standing in towards the Cordouan light-house, five sail were descried at the mouth of the Gironde, which consisted of four merchant vessels under convoy of the (late British) gun-brig Teazer, Lieutenant J. A. Papineau. Captain Ferris, aware of the impracticability of an open attack, had recourse to stratagem, and accordingly stood in for the river under French colours (the Diana, with a commodore's pendant flying), and made the signal for a pilot. The commander of the Teazer, deceived as to the character of the two ships, at 4h. 30m. P.M. hoisted her colours and fired a gun to leeward, as a signal for a friend, which was promptly repeated by the frigates. The battery on Pointe de la Coubre, at 6h. P.M., fired a few shot at the frigates, but Lieutenant Papineau, as the Teazer ran under the battery, hailed and told the commandant that the frigates were the Pallas and Elbe, from

Rochfort, when the battery ceased firing. At 6h. 30m. a pilot-boat came alongside the Diana, and the crew being handed up, the boat was veered astern as usual. At 7h. the frigates anchored off Pointe de Grave, between the Cordouan and Royan, under the batteries of which latter point and of Verdon lay the Teazer, in company with the 16-gun brig Pluvier, commanded by the captain at the port, M. A. Dubourg.

As soon as the night closed in, Captain Ferris despatched the boats of the two frigates, commanded by Lieutenants Francis Sparrow (Diana) and Thomas Gardiner (Semiramis), having with them Lieutenant George B. Roper and William Holmes, master's mate, of the Diana, and Lieutenants Percy Grace and Robert Nicholson, and Timothy Renou, master's mate, of the Semiramis, to cut out the merchant vessels which had proceeded about four miles up the river. The tide, however, delayed the execution of the service, and at daylight on the 25th the boats had not returned. Captain Ferris now determined to attack the two brigs, which remained below, with the frigates, and, accordingly, at 6h. A.M. both ships weighed and steered for Verdon Road. As a proof of the strength of the deception practised, Captain Dubourg went alongside the Diana in his boat, and did not discover his mistake until having ascended to the quarter-deck. While the Semiramis stood towards the Pluvier, the Diana laid the Teazer on board, the frigate's lower yards carrying away the brig's topgallant-masts. Lieutenant Robert Parsons and Lieutenant of marines Lewis P. Madden, Mark P. Noble, boatswain, and about thirty seamen and marines, then jumped on board, and, without the loss or injury of a man on either side, gained entire possession of the brig. The Pluvier, observing the fate of the Teazer, cut her cables and made sail for the beach, where she grounded near to the battery of Royan. The Semiramis, having approached as near as the depth of water would permit, anchored with a spring on her cable; and the boats, having in the meanwhile returned from capturing the convoy, Lieutenant Gardiner boarded and carried the Pluvier, in doing which himself and two seamen were wounded. The prize being hard and fast aground, and the ebb-tide making, Captain Richardson took out the crew and set the brig on fire. The Semiramis then

joined the Diana, and that ship as well as the Teazer and captured vessels were soon out of reach of the batteries. At 1h. 30m. P.M. the Pluviet blew up, thereby putting the finish to a very gallant and well-executed service.

On the 2nd of September, being off the coast of Norway, the 10-gun brig Chanticleer and gun-brig Manly, Commander Richard Spear and Lieutenant Richard W. Simmonds, were attacked, and the latter, after an obstinate defence, in which she had one man killed and three wounded, captured by the Danish 18-gun brigs Loland, Alsen, and Sampsoe. Lieutenant Simmonds, being subsequently tried for the loss of the brig, was honourably acquitted, and complimented by the president on his behaviour.

On the 3rd of September a very creditable action was fought off Boulogne by the 10-gun brigs Rinaldo and Redpole, Commanders James Anderson and Colin Macdonald, with four 12-gun prames, four gun-brigs, and seven lugger-rigged gun-boats. After engaging them for some time, the latter regained their anchorage in Boulogne Bay.

On the 7th of September, the 28-gun frigate Barbadoes, Captain Edward Rushworth, and 16-gun brig Goshawk, Commander James Lilburn, fell in with seven French gun-brigs off the French coast, each mounting three long 24-pounders and a mortar, and manned with seventy-five men. These were attacked by the British ships and chased into Calvados, and one of them driven on shore. On the 8th the 36-gun frigate Hotspur, Captain the Honourable Josceline Percy, arrived off Calvados, and stood in to the attack of the brigs. At 6h. P.M., when within less than half gun-shot, the Hotspur grounded; but by her fire sunk one gun-brig and drove two ashore. As the Hotspur, during this time, was exposed to a heavy fire from the vessels, a battery, and some field-pieces, she sustained considerable damage in her hull, masts, and rigging, and a loss of William Smith and Alexander Hay, midshipmen, two seamen, and one boy killed; and nineteen seamen and three marines wounded.

On the 6th of September, early in the morning, the 18-gun brig Pilot, Commander John Toup Nicolas, observed a ketch secured to the walls of the fort of Castellan. The brig immediately stood in and anchored close to the town, and

having by her fire driven away the troops collected on the beach, despatched the boats, under Lieutenant Alexander Campbell, to bring out the vessel. This officer gallantly landed under the castle walls, and, after some opposition, advanced to the town, and set the ketch on fire. The party returned on board laden with corn and flax, not having met with any loss.

On the 20th of September, at noon, while the 38-gun frigate Naiad, Captain Philip Carteret, was lying at anchor in Boulogne Roads, Bonaparte was observed to embark in his barge, and proceed on board the centre prame of his invasion flotilla, and afterwards to visit other of the vessels on his return to the shore. At 1h. P.M., the wind being from south-south-west, and a strong flood tide running, Rear-Admiral Baste, with seven prames, each mounting twelve guns, with a crew numbering 120 men each, got underweigh, and steered for the Naiad, then bearing from them nearly north. At 1h. 40m. the leading prame exchanged broadsides with the frigate, which remained at anchor with springs on her cables; after which they tacked and stood away, followed by the other prames. About 2h. ten brigs, each mounting four long 24-pounders, and a sloop, fitted as a bomb-vessel, joined the prames in cannonading the Naiad. At 3h. 30m., it being slack water, the Naiad weighed, and stood off on the larboard tack; and at 4h. 15m. the flotilla ceased firing, and retired to the shelter of the batteries to the eastward of Boulogne. At 7h. 30m. the Naiad anchored in her former position, without having sustained any loss.

On the 21st, at 7h. A.M., when the weather-tide made, the flotilla, together with some one-gun luggers, got underway and stood to the westward on the larboard tack, in two lines. The weathermost line consisted of three, and the lee line of four prames, the brigs and small craft taking stations as most convenient. The British squadron now consisted of the Naiad, 10-gun brigs Rinaldo and Redpole, 18-gun brig Castilian, Commander David Braimer, and 8-gun cutter Viper, Lieutenant Edward A. D'Arcey. The four last-named vessels at 7h. A.M. formed in line, and hove to with their colours hoisted, awaiting the approach of the enemy (the town of Boulogne bearing south-east by east, distant six miles), and at 8h. 30m. were joined by the Naiad. At

9h. 30m. the leading prame, bearing the admiral's flag, tacked in shore and fired her broadside, when the British squadron, by signal from the Naiad, instantly bore up together in chase. At 10h. 20m., the Naiad, having got within pistol-shot of the enemy, opened fire on both sides, while the Rinaldo and Redpole engaged the Ville-de-Lyon, the sternmost prame of the lee line. Finding it impossible, owing to the shoal water, to overtake the French admiral, the Naiad wore round and boarded and carried the Ville-de-Lyon, after a very gallant resistance, in which the French lost between thirty and forty in killed and wounded. While the Naiad stood off shore with her prize in tow, the Rinaldo, Redpole, and Castilian, drawing less water, continued to follow and engage the rear of the flotilla. The two first brigs got alongside the sternmost prame, which had been next to the Ville-de-Lyon, and obliged her to haul up for the weather line; but being by this time in three fathoms water, and within reach of the batteries, the British brigs ceased firing and rejoined the Naiad. The Naiad sustained but little damage aloft, but had two seamen killed, and Lieutenant of marines William Morgan, James Dover, midshipman, and twelve seamen wounded. The Castilian had her first lieutenant, Charles Cobb, killed, and one seaman severely wounded, and the Redpole her pilot wounded.

On the 11th of October, in the morning, the 38-gun frigate Impérieuse, Captain the Honourable Henry Duncan, being off Possitano, in the Gulf of Salerno, discovered three gun-boats moored under a strong battery. At 11h. A.M. the Impérieuse anchored within range of grape, and in a few minutes sank one of the boats, and silenced the fire of the fort; but the crews of the gun-boats having landed and taken shelter in the fort, Captain Duncan sent the boats, under the orders of Lieutenant Eaton Travers, with Lieutenant of marines Philip Pipon, to dislodge them. The boats were assailed by a heavy fire of musketry from the battery; but only thirty men with fifty stand of arms remained in the fort when they entered, the remainder having escaped. The guns were thrown over the cliff, the magazine destroyed, and the two gun-boats brought off. One marine was killed and two wounded.

The Impérieuse (having been joined by the 32-gun frigate

Thames, Captain Charles Napier), being at anchor, on the 19th, off Palinuro, on the coast of Calabria, Captain Duncan sent the boats under Lieutenant Travers, which attacked and brought off ten polacres, laden with oil, although the vessels were banked up with sand, and defended by a large body of Neapolitan troops.

Captain Duncan having discovered ten large gun-boats in the harbour of Palinuro, together with a number of merchant vessels, and not considering his force sufficient to attack them, despatched the Thames to Sicily for a reinforcement. On the 1st of November, in the evening, the Thames rejoined with 250 men of the 62nd regiment, under Major Darby, and this detachment, together with the marines of both frigates, under Lieutenant Pipon, and a party of seamen under Lieutenant Travers, the whole commanded by Captain Napier, disembarked at the back of the harbour. The British then ascended the heights, which they carried in gallant style, under a heavy fire from the French, and who, in great force, in vain attempted, after dark, to recover their loss. On the 2nd, Captain Napier finding it to be impossible to dislodge the enemy from a strong tower which protected the gun-boats, was recalled, and returned on board, when both frigates ran close in shore, sank two gun-boats, and captured the others. The two ships afterwards anchored close to the fort, which was soon silenced, and the garrison compelled to surrender. Lieutenant Travers then marched in and took possession of the fort, the guns of which were thrown into the sea, and the walls and ramparts blown up. Six gun-boats, twenty-two feluccas, laden with oil, &c., and twenty large spars, were brought off. This was effected on the 3rd, until which time the British kept possession of the heights. In performing this very dashing and important service, Lieutenant Kay, of the 62nd, and four men, were killed, and Lieutenant Pipon and ten men wounded.

On the 10th of November, the 16-gun brig Skylark, Commander James Boxer, and 12-gun brig Locust, Lieutenant John Gedge, pursued twelve French gun-vessels, one of which was driven on shore near Calais, and a second, of four 24-pounders and sixty men, captured. The action took place under the enemy's batteries. The promotion of Lieu-

tenant Gedge, for the above action, entitled the survivors to the naval medal.

At daylight on the 22nd of November, as the 38-gun frigates Volontaire and Perlen, Captains the Honourable George G. Waldegrave and Joseph S. Tetley (acting), were lying to at the distance of two leagues from Cape Sicie, three French line-of-battle ships and two frigates made their appearance in the north-west. At 9h. A.M. the Perlen exchanged several shot with a French frigate on her lee quarter, and, from her peculiar construction, being a Danish-built ship, was enabled to bring several guns to bear with such effect, that at 10h. the French frigate bore away out of gun-shot. The 74-gun ship Trident and Amélie frigate, which had meanwhile been engaged with the Volontaire, then stood for the Perlen, and at 11h. A.M. opened fire upon her. At 1h. P.M., finding the enemy to be overhauling the ship very fast, Captain Tetley ordered the anchors to be cut away; but at 2h. P.M. the French ships still held their own. The Trident, however, at about this time, having yawed to fire her broadside, lost ground, and shortly afterwards relinquished the pursuit. The Perlen had her sails and rigging much damaged, but fortunately suffered no loss.

On the 27th of November, the 74-gun ship Eagle, Captain Charles Rowley, cruising in the Adriatic, chased the French 40-gun frigate Uranie, frigate Corceyere, armed *en flûte*, and brig Scemplone, from Trieste, bound to Corfu. At 7h. 30m. P.M., the Corceyere surrendered, having lost her fore-topmast by the fire of the British ship and by press of sail. The Uranie and brig escaped.

On the 28th of November, while the 18-pounder 38-gun frigates Alceste and Active, and 32-gun frigate Unité, Captains Murray Maxwell, James A. Gordon, and Edwin H. Chamberlayne, were lying at Port St. George, in the island of Lissa, three suspicious sail were discovered to the southward. The three British frigates, at 7h. P.M., got underway, and stood out to sea, leaving for the protection of the island of Lissa a portion of seamen, and nearly the whole of the marines belonging to the three ships, together with the 20-gun ship Acorn, Captain George Miller Bligh.

On the 29th, at 9h. 20m. A.M., the island of Augusta in sight, and wind from south-south-west, the Active made the signal for three strange sail, bearing east-north-east,

which at 10h. were made out to be frigates, and at first supposed to be the fugitives from Captain Hoste at Lissa; but proved to be the 40-gun frigates Pauline and Pomone, Commodore Monfort, *aîné*, and Captain Rosamel, and frigate-built 26-gun store-ship Persanne, from Corfu, bound to Trieste, laden with iron and brass ordnance for the use of the French squadron and batteries. On perceiving the British frigates, the three French ships hauled to the wind on the larboard tack and stood towards them; but discovering their true character, bore up north-west, and set studding-sails. At 11h., the Persanne being unable to keep way with the Pomone and Pauline, bore up before the wind, and the Active was about to follow her, but was recalled by Captain Maxwell, and the Unité, as the dullest sailer, ordered to go in pursuit of that ship. The Alceste and Active then continued the pursuit of the Pauline and Pomone, and at 11h. 50m. the British frigates were found to be gaining in the chase. Captain Maxwell about this time telegraphed to the Active, "Remember the battle of Lissa." At thirty minutes past twelve, just as the island of Pelagosa bore from the Alceste south-west, distant five leagues, the Persanne was observed to fire her stern chasers at the Unité, and at 1h. 20m. P.M. the Alceste, going at the rate of nine miles an hour, with the wind on the larboard quarter, fired a shot at the Pomone, which ship immediately hoisted her colours, and fired a shot in return, which splintered the Alceste's main-topgallant-mast. The Pauline being a short distance ahead of her consort, also hoisted her colours and a broad pendant. At 1h. 24m. the Alceste, still under a crowd of sail in order to overtake the French commodore, exchanged broadsides with the Pomone; but unfortunately, at 1h. 40m., her main-topmast was shot away, the wreck falling over the starboard side, and the Alceste consequently dropped astern. Cries of "Vive l'Empereur!" resounded from both the French ships at this mishap, but their exultations were not of any very long continuance.

About 2h., the Active having gallantly shot ahead to occupy the place of the Alceste, opened fire upon the starboard quarter of the Pomone, and soon brought that ship to close action. About 2h. 20m. the Pauline hauled close to the wind on the larboard tack, and stood for the Alceste, and having taken a position on her weather beam, these

ships at 2h. 30m. became closely engaged. At 3h. 5m. the French commodore, observing that the Pomone was losing ground with the Active, quitted the Alceste, and hauling his wind on the starboard tack, crowded all sail and got away. The 18-gun corvette Kingfisher, Commander Ewell Tritton, just at this time hove in sight. The Active having unavoidably shot ahead of the Pomone, a cessation of the firing took place, and at 3h. 40m. the Alceste ranged up on the Pomone's larboard beam, and opened her fire. The main and mizen masts of the French frigate soon afterwards fell, and a union jack was then shown in token of surrender.

The Alceste, whose crew amounted to no more than 195 men and boys, had Charles Nourse, midshipman, and six seamen killed, and Lieutenant Andrew Wilson and twelve men wounded. The Active's crew had also been reduced to about the same number, out of which George Osborne, midshipman, five seamen, and two marines were killed ; and Captain Gordon[1] (left leg amputated), Lieutenants William B. Dashwood (arm amputated) and George Haye, twenty-one seamen, and three marines wounded. The Pomone was reduced by the Active's fire to a sinking state, and her loss out of 332 men and boys, amounted to fifty killed and wounded, including among the latter Captain Rosamel.

About 4h. the Persanne received the Unité's fire, and having returned it, hauled down her colours. The Unité was much damaged in masts, sails, and rigging, but had only one man wounded. Lieutenants Dashwood and Haye, of the Active, were promoted on the 19th of May, 1812 ; and Lieutenant Wilson, of the Alceste, on the 17th of September. The acting master of the Alceste, Howard Moore, who was spoken highly of in Captain Maxwell's official letter, was subsequently promoted to the rank of lieutenant. The above is a naval medal action.

[1] Captain Gordon received his wound during the heat of the action. The shot which caused it came through a port-hole, grazed a carronade slide, and took off a seaman's leg before it reached the captain, whose leg it struck at the knee joint, and severed it as though done by a knife. As he was being carried below, he calmly directed Lieutenant Dashwood to do his best, and gave similar advice to Lieutenant Haye, on the main deck, in the event of anything happening to the first lieutenant. Very shortly afterwards Lieutenant Dashwood had his arm shot away, and Lieutenant Haye succeeded to the command, and continued to fight the ship until the Pomone's surrender.

1812.

On the 2nd of February a very severe action was fought by the 12-pounder 32-gun frigate Southampton, Captain Sir James L. Yeo, and Améthyste, of forty-four guns, late a French frigate, but at this time in the service of the Haytian government. The Améthyste was commanded by M. Gaspard, a noted privateersman; and as upon examination it was found that his only commission was one signed by "Borgellat, general-in-chief of the south of Hayti," Sir James Yeo considered himself under the necessity of demanding that the frigate should accompany the Southampton to Port Royal, Jamaica, in order that the admiral should decide as to its legality. Compliance with his demand being positively refused, at 6h. 30m. A.M. the action commenced, and before 7h. the main and mizen masts of the Améthyste fell, and her state was evidently one of desperation, but a feeble and irregular fire was still maintained. At 7h. 45m., desirous to put an end to the contest, the Southampton ceased firing, and Sir James Yeo hailed to know if the frigate, whose colours had been shot away, had surrendered, and was answered in the affirmative. The loss on board the Haytian frigate was very great. Her crew consisted of 700 men, of almost every nation, of whom 105 were killed and 120 wounded, including Gaspard. The Southampton's loss was one killed and ten wounded. The Améthyste, whose foremast and bowsprit were also gone, was taken to Jamaica, and subsequently restored to Christophe; but Sir James Yeo's proceedings were entirely approved of by his commander-in-chief.

On the 13th of February, at daylight, the 38-gun frigate Apollo, Captain Bridges W. Taylor, chased off Cape Corse the French frigate-built 20-gun store-ship Mérinos, in company with a ship-corvette. The Apollo having closed with the Mérinos, commenced a running fight, but the latter did not surrender until six of her men were killed and twenty

wounded. The corvette effected her escape. In consequence of the calm which prevailed at the termination of the action, the Apollo was exposed for some hours to the fire of two batteries, but fortunately sustained no loss.

On the 16th of February, the 74-gun ship Victorious, Captain John Talbot, accompanied by the 18-gun brig Weasel, Commander John W. Andrew, arrived off Venice to watch the motions of the French 74-gun ship Rivoli, Commodore Barré, with which some brigs of war were lying at anchor in the port. On the 21st, Captain Talbot was enabled to reconnoitre the port, and at 2h. 30m. P.M. a brig was descried to the eastward, and at 3h. a large ship, with two more brigs and two settees, were also seen. The ship was the Rivoli, with the brigs Jéna and Mercure, of sixteen guns, and the Mamelouck of eight guns, and the settees were gun-boats; all about twelve hours' sail from Venice, bound to Pola, in Istria. The enemy's squadron was formed in line of battle, the gun-boats and one brig ahead, and the two other brigs astern of the Rivoli. All sail was instantly made in chase, and at 2h. 30m. P.M. on the 22nd, the Rivoli having shortened sail to allow one of the brigs to close, Captain Talbot directed the Weasel to bring the sternmost brig to action, and accordingly, at 4h. 15m., that brig opened fire upon the Mercure within pistol-shot. In a short time the Jéna, taking a position on the Weasel's bow, also commenced firing at her, although distantly; but at about 5h. the Mercure suddenly blew up, and the Jéna crowded sail to get away. The boats of the Weasel were immediately lowered in the hope of rescuing the unfortunate crew, but only succeeded in saving three men. At daylight the Weasel regained sight of the Jéna and Mamelouck, and made all sail in pursuit, using her sweeps occasionally.

At 4h. 30m. A.M., just after the Weasel had begun to fire on the Mercure, in the manner already mentioned, the Victorious, having a light breeze on her larboard beam, arrived within half pistol-shot of the larboard beam of the Rivoli, and the two ships, with courses hauled up, but with royals set, and standing in towards the Gulf of Trieste, furiously engaged for three hours. In the early part of the action Captain Talbot was badly wounded, and nearly deprived of

his sight by a splinter, and obliged to quit the deck, when the command devolved on Lieutenant Thomas Ladd Peake. The Rivoli, at about 7h. 30m., being almost unmanageable, and her guns nearly silenced, and the Victorious, after her three hours' action, also in a disabled state, the Weasel was recalled in order to render such assistance as might be required, in the event of either ship taking the ground, they being at that time in only seven fathoms water. At 8h. 40m. the Weasel, standing across the bows of the Rivoli within musket-shot, discharged her broadside, and wearing and tacking as necessary, repeated the manœuvre twice, the Victorious in the mean time maintaining a steady fire, which at 8h. 45m. shot away her opponent's mizenmast. At 9h. the Rivoli fired a gun to leeward, and hailed to say that she had struck. Port Legnian then bore north-north-west, about seven miles distant.

The Victorious had her rigging cut to pieces, gaff and spanker boom shot away, topmasts and mainmast badly wounded, boats destroyed, and hull shattered; and out of a crew of 506 men and boys, Lieutenant of marines Thomas H. Griffiths and twenty-five seamen were killed; Captain Talbot, Lieutenant of marines Robert S. Ashbridge (mortally), William H. Gibbons and George H. Ayton, master's mates, and Henry Bolton and Joseph Ray, midshipmen, and ninety-three men wounded. Total: twenty-seven killed and ninety-nine wounded. The Weasel had not a man hurt. The Rivoli, out of 810 men, had 400 killed and wounded, including her second captain and many officers. Her fore and main masts were so much injured that they fell a few days after the action.

The action is one which redounds much to the honour of both nations. A gold medal was granted to Captain Talbot, who was also knighted, Lieutenant Peake made a commander, and Commander Andrew advanced to post rank. The Rivoli was conducted in safety to Port St. George, Lissa, and subsequently added to the British navy under the same name. The above is a naval medal action.

On the 27th of March, the 10-gun brig Rosario (eight 18-pounder carronades and two long sixes), Commander Booty Harvey, chased a division of the Boulogne flotilla, consisting of twelve brigs and a lugger, standing along the

French coast near Dieppe. Each of the brigs mounted three long 24-pounders and an 8-inch howitzer, and was manned with fifty men. As the Rosario stood on to cut off the leewardmost brig, the whole, by signal from the commodore, formed in line, and severally engaged the British brig as she passed on the opposite tack, and when the Rosario luffed up to cut off the sternmost brig, the remaining eleven bore down to support their consort. The Rosario, with the signal flying for an enemy, now bore up towards a brig observed in the offing; but as soon as the stranger, which was the 16-gun brig Griffon, Commander George B. Trollope, had answered the signal, the Rosario again hauled to the wind, and at forty minutes past noon recommenced an attack on the enemy's rear.

At 1h. 30m. P.M. the Rosario gallantly ran amongst the body of the flotilla, and having damaged the running rigging of two brigs, they fell foul of each other. After engaging them in this position until they got clear, she stood on for a third brig, which, losing her mainmast and fore-topmast, dropped her anchor. Passing this brig, the Rosario drove the next on shore. Two others were then to leeward, not three-quarters of a mile from the shore; and bearing up for these, the Rosario ran the nearest on board and quickly carried her. As the Rosario hauled off with her prize, the Griffon arrived from the offing, and drove a brig on shore near St. Aubin, where she was protected from further molestation by heavy batteries. Commander Trollope then ran in shore of the nine brigs at anchor, and in the most gallant manner boarded and carried the centre one, and taking her in tow, stood out with his prize in the face of a heavy fire from the remaining eight brigs, as well as from the batteries. The Rosario, thus spiritedly supported, now ran alongside the brig she had dismasted in the morning, which was found to have been abandoned by her crew; and the two brigs made sail with their prizes, leaving the seven remaining French brigs to enter Dieppe. The only casualty on board the Rosario in this most dashing performance was one midshipman, Jonathan W. Dyer, and four men wounded. Commander Harvey was most deservedly rewarded by promotion, and Mr. Dyer was made a lieutenant. The naval medal is awarded to the Rosario and Griffon for the above gallant achievement.

On the 4th of April, the boats of the Maidstone frigate, Captain George Burdett, under the command of the first lieutenant, Arthur McMeekan, captured, off Cape de Gatt, the French privateer Martinet, of two guns and fifty-one men. Lieutenant McMeekan was promoted for this service; and those engaged with him therefore became entitled to the naval medal.

On the 29th of April, the boats of the 74-gun ship Leviathan, Captain Patrick Campbell, under the orders of Lieutenant Alexander Dobbs, boarded and carried a French privateer brig, of fourteen guns and eighty men, lying in the port of Agaye. The brig being aground, could not be got off, but the boats succeeded in capturing and bringing out four merchant vessels; in performing which service, two men were killed and four wounded by the fire from the shore.

On the 29th of April, the boats of a small squadron, under Captain Thomas Ussher, in the 20-gun ship Hyacinth (consisting of the 16-gun sloop Goshawk, Commander James Lilburne, gun-brig Resolute, and No. 16 gun-boat, Lieutenants John Keenan and Thomas Cull (*b*)), employed on the coast of Malaga, performed a gallant service. Several swift row-boats, under a chief named Barbastro, had committed great ravages upon the merchant shipping; and, unable to decoy them out, Captain Ussher determined to attack them in port. The expedition was commanded by Captain Ussher in person, assisted by Lieutenants Francis B. Spilsbury and Thomas Hastings, and John Elgar, purser (all of the Hyacinth); Commander Lilburne, and Lieutenants Cull, Keenan, Allan Otty, and Joseph Arnold. At 9h. P.M. the gun-boat and boats of the squadron started. The entrance to the harbour was defended by a battery on the mole-head, which battery Captain Ussher gallantly attacked and carried. The gun-boat (in which Commander Lilburne was embarked), and the other boats then pushed on, boarded and captured the row-boats. The success, however, was doomed to meet with a drawback. The castle overlooking the harbour opened a heavy fire on the boats, which a glimpse of moonshine made visible, and a French infantry regiment attacked the mole-head battery just as Captain Ussher had spiked the guns preparatory to its evacuation. A fire of

musketry was also opened from the mole-wall, by which Commander Lilburne was killed, just as Captain Ussher had reassumed the command afloat. Thus assailed from all sides, the prizes, with the exception of Barbastro's vessel and the Napoleon, were abandoned. The latter were brought off. The loss amounted to fifteen, including Commander Lilburne, killed ; and fifty-three, including Lieutenants Spilsbury and Arnold, wounded. The naval medal is granted for the above action.

On the 3rd of May, Commander Alexander Cunningham, in the 10-gun brig Bermuda, having been informed that the brigs Skylark and Apelles, Commanders James Boxer and Frederick Hoffman, were on shore near Boulogne, weighed from under Dungeness, in company with the Rinaldo, Commander Sir William G. Parker, and stood over for the French coast. On the 4th, at daybreak, the Apelles (which in the meanwhile had been captured by the French and got afloat) was seen running along the land, under jury-masts, and at 9h. A.M. the British vessels drove her on shore under a battery ; but the falling tide obliged them to stand off again. At 2h. 30m. P.M. the 18-gun brig Castilian, and 14-gun schooner Phipps, Commanders David Braimer and Thomas Wells, having joined, the Bermuda, followed in the line of battle by the other vessels, stood in under the battery, and, in succession, fired their broadsides into the Apelles. The boats of the squadron, under the command of Lieutenant Thomas Saunders, of the Bermuda, then pushed for and boarded the Apelles ; and although exposed to a heavy fire of grape and musketry from the shore, the brig was got afloat and brought off. Notwithstanding the incessant fire kept up from the shore, no one on board the British vessels was hurt. The officers and crew of the Skylark, after destroying their vessel by fire, arrived in safety on board the squadron. Commander Cunningham was promoted on the 12th of August following.

On the 9th of May, the 74-gun ships Leviathan and America, Captains Josias Rowley and Patrick Campbell, and 18-gun brig Eclair, Commander John Bellamy, fell in with a French convoy of eighteen sail, which took shelter under the town and batteries of Languelia. In order to get possession of the batteries, the marines of both ships, 250 in

number, were landed, under the orders of Captains of marines Henry Rea (America) and John Owen (Leviathan), and Lieutenants John Neame, William B. Cock, Paul K. Carden, and John G. Hill. In endeavouring to effect a landing, the yawl of the America was sunk, and ten marines and one seaman drowned. The remainder having landed, a division under Captain Owen was ordered to advance upon a 5-gun battery to the eastward, which he most judiciously and gallantly attacked and carried, the French officer in command falling in its defence. In the mean time the main body pushed forward and captured a battery adjoining the town of Languelia, which was protected by a body of infantry, posted in an adjoining wood and several contiguous buildings.

The Eclair having swept in close to the beach, now opened her fire, and in a short time dislodged the enemy from the houses skirting the shore ; after which the boats of the squadron, in which were Lieutenants William Richardson, Bouchier Molesworth, and Robert Moodie, of the America, and Alexander Dobbs and Richard Hambly, of the Leviathan, together with John Harvey, master's mate, and several midshipmen, not named in the despatch, then proceeded to bring out the vessels. Not without great exertion, sixteen laden vessels were brought out, and two, being much damaged by shot, were destroyed. The marines re-embarked in perfect order, under cover of the Eclair's fire ; but, in performing this gallant service, one serjeant, and three privates, and one seaman were killed ; and eighteen marines and two seamen wounded. Total : killed and drowned, sixteen; wounded, twenty.

Another convoy of eighteen vessels having assembled at Languelia and Alassio, the Leviathan, 38-gun frigate Impérieuse, Captain the Honourable Henry Duncan, and 36-gun frigate Curaçoa, Captain John Tower, together with the brig Eclair, disembarked their marines, under Captain John Owen, between the two towns. The marines were scarcely formed on the beach when they were attacked by treble their number ; but nothing could withstand the bravery of the officers and men, who charged the enemy at the point of the bayonet, and ultimately drove them from the two batteries into the town, killing many and making fourteen

prisoners. After spiking nine guns and a mortar, and destroying their carriages, the marines re-embarked; but as the French troops could not be dislodged from the houses, it was judged imprudent to attempt to bring out the vessels, as it must have been attended with a heavy loss. One seaman and three marines were killed; and Lieutenant William Walpole, one seaman, and nine marines wounded.

On the 14th of May, the 32-gun frigate Thames, Captain Charles Napier, accompanied by the 18-gun brig Pilot, Commander John Toup Nicolas, attacked the port of Sapri, which was defended by a strong battery, and a tower mounting two 32-pounders, and garrisoned with an officer and thirty-eight men. After battering the fort for two hours, within pistol-shot, the garrison surrendered at discretion. Twenty-eight vessels, some a quarter of a mile from the shore, were launched, and the battery blown up before sunset. The master, Roger Landlands, on this as on many previous occasions, greatly distinguished himself; and for his skill and gallantry was promoted to the rank of lieutenant a few months afterwards.

On the 22nd of May, the 74-gun ship Northumberland, Captain the Honourable Henry Hotham, and gun-brig Growler, Lieutenant John Weeks, having been despatched by Rear-Admiral Sir Harry B. Neale, to cruise off L'Orient in search of the French 40-gun frigates Arienne and Andromaque, and 16-gun brig Mamelouck, which had committed great depredations upon English merchant vessels, succeeded in gaining sight of them off the Isle of Groix. After a long and most gallantly-conducted chase and running fight, the French ships (in a great measure by the skilful pilotage of the Northumberland's master, Hugh Stewart) were driven on shore upon a ridge of rocks inside the Graul, and although protected by the guns of a powerful battery, they were destroyed by the fire of the Northumberland and Growler. The loss on board the British seventy-four, occasioned in part by the fire of the batteries along the coast, during this chase, amounted to five men killed, and Lieutenant William Fletcher, twenty-two seamen, and five marines wounded, four of them dangerously, and ten severely. The Growler, though very gallantly engaged, sustained no loss. The commander of the Growler, and Lieutenant John Banks, of the

Northumberland, were very deservedly promoted. The naval medal is awarded for this action.

On the 28th of May, at 7h. 30m. A.M., the 38-gun frigate Menelaus, Captain Sir Peter Parker, Bart., being off Cape Sicie, got sight of a frigate and brig in Hièrés Bay, endeavouring, with the wind at east-south-east, to enter Toulon by the Petite Passe. All sail was instantly made upon the Menelaus to cut them off, when the enemy's ships, which were the 40-gun frigate Pauline and 16-gun brig Ecuriel, shortened sail to topsails, and hauled upon a wind to seek the protection of the French fleet, of eleven sail of the line and six frigates, which had just weighed from the road. As soon as these were sufficiently advanced, the frigate and brig bore up for Toulon. The Menelaus, although the British squadron under Rear-Admiral Hallowell was hull down to leeward, continued the chase, and at 9h. 30m., when close under Pointe Ecampebarion, opened fire within musket-shot on the frigate and brig. At 10h. a shot from a battery cut the fore-topmast of the Menelaus almost in two, and obliged her to wear and stand out to sea.

On the 4th of June, the boats of the 32-gun frigate Medusa, Captain the Honourable Duncan P. Bouverie, under the orders of Lieutenant Josiah Thompson, were sent to cut out the French store-ship Dorade, of fourteen guns and eighty-six men, lying in the harbour of Arcasson. Although the French were fully prepared, the ship was boarded and carried after a desperate resistance, in which twenty-three of her crew were either killed or wounded. In endeavouring to bring out the prize, she grounded on a sand-bank, and it being found necessary to destroy her, she was set on fire and shortly afterwards blew up. Five men of the boarding party were wounded.

On the 16th of June, a small squadron, including the 18-gun brig Swallow, was off the island of St. Marguerite, watching a French convoy, which had sailed from Toulon on the 11th under the protection of the 16-gun brig Renard, and 14-gun schooner Goëland, and some gun-boats. At daybreak on the 16th, the Swallow, Commander Edward R. Sibly, being close in shore and nearly becalmed, the French brig and schooner stood off with a light air of wind, for the purpose of attacking her; but at 6h. A.M., the Swallow

having got a breeze, was hauling towards them to hasten on the action, when the Renard and Goéland endeavoured to gain the anchorage in Frejus Bay. At a little past noon on the same day, the French vessels having received on board a number of volunteers, and also a detachment of soldiers, again stood out with the intention of attacking the Swallow; and at 1h. P.M. the Swallow, on the larboard tack, was enabled to pass the Renard on the starboard tack, and at thirty yards' distance gave her a broadside; then veering round under the stern brought her to action to leeward. The schooner was able to take up an effective position and galled the Swallow much. After several ineffectual attempts by the French to board, and the action having lasted forty minutes, the brig and schooner crowded all sail and took shelter under the heavy batteries which lined the shore. The Swallow, in her gallant encounter, out of 109 men had six killed and seventeen wounded, including among the latter the purser, Eugene Ryan, who had gallantly volunteered his services on deck. The loss of the Renard, out of 180, including volunteers and troops, amounted to fourteen killed, and twenty-eight, including Lieutenant Baudin, wounded. The loss on board the Goéland is not stated. In his official letter, Captain Sibly mentioned in high terms of approbation his first lieutenant, Daniel O'Shea, acting Lieutenant John Theed, the master, James Crocker, and Master's mate Thomas Cole.

On the 19th of June, Commander John Ross, in the 10-gun brig Briseis, having been despatched to communicate with the merchant ship Urania, lying in Pillau Roads, finding her in possession of a party of French troops, despatched the pinnace, under Lieutenant Thomas Jones (2), with William Palmer, midshipman, and eighteen men, to bring her out. In the face of a smart fire from great guns and musketry, the Urania was gallantly boarded and carried; but in the execution of this service the British had one seaman killed, and Mr. Palmer and one seaman slightly wounded.

On the 18th of June the American Congress formally declared war against England; and on the 21st Commodore Rogers, then at New York with the President and United States (the latter commanded by Commodore Stephen Decatur),

18-pounder 36-gun frigate Congress, 18-gun corvette Hornet, and 16-gun brig Argus, Captains John Smith, James Lawrence, and Arthur Sinclair, received orders to sail. The first object of the American commodore was to obtain possession of the homeward-bound West-India fleet, which had sailed under convoy of the 36-gun frigate Thalia, Captain James G. Vashon, and 18-gun brig Reindeer, Commander Wm. Manners. Having heard at 3h. A.M. of the 23rd, that this fleet had been seen steering to the eastward, the commodore directed his course accordingly, and would in all probability have succeeded in effecting his design, had he not at 6h. A.M. gained sight, when about thirty-five miles south-west of Nantucket Shoal, of the 18-pounder 36-gun frigate Belvidera, Captain Richard Byron, at this time standing towards the American squadron. At 6h. 30m., within six miles of the squadron, Commodore Rogers dissipated any doubt which might have existed in Captain Byron's mind as to his intention, by hauling up on the starboard tack in chase. The wind was moderate from west-north-west, and the President, the leading ship of the squadron, bore from the Belvidera about south-west by west, when the latter set her larboard studding-sails, and bore up north-east by east. At 11h. the wind fell lighter, and drew more from the westward, and at 11h. 30m. the Belvidera hoisted her colours, as did also the Americans, and the two commodores their broad pendants. Captain Byron now made every preparation for action. Two of the main-deck guns were got aft to the stern ports formed by cutting down the cabin windows, and two carronades on the quarter-deck were pointed through the chase-ports abaft. The Americans, but particularly the President, continued to gain in the chase, and the wind having drawn more from the southward, the ships were all nearly before it steering north-east.

At 4h. 20m. P.M. the President, being on the larboard quarter of the Belvidera, distant about 600 yards, commenced firing her bow guns, the first three shot taking effect in the Belvidera's rudder-coat and counter. The fourth shot struck the muzzle of the larboard chase-gun on the main deck, and, breaking into several pieces, killed one man, mortally wounded another, severely wounded two, and slightly wounded Lieutenant William Henry Bruce, and two

men standing beside him in the act of pointing the gun. At 4h. 25m. the Belvidera opened fire upon the President, and shortly afterwards one of the President's 24-pounders burst, killing and wounding sixteen persons, including Commodore Rogers, and the main and forecastle decks were so much injured by the explosion, that it was found, according to their own accounts, impossible to use them again. For ten minutes the firing of the President was suspended; but instead of continuing under all sail steering a steady course, which in less than half an hour must have brought her alongside the Belvidera, the President's helm was starboarded, and rounding to, she fired a broadside, and consequently lost nearly half a mile in the chase. The broadside did considerable injury to the sails and rigging of the Belvidera, but scarcely touched her hull. The most serious difficulty the Belvidera now experienced was the breaking of the breeching-bolts, and hooks of her chase-guns, by a blow from one of which Captain Byron received a severe contusion on the leg. The alacrity of the British crew, however, remedied these disasters as fast as they occurred, and the firing was continued with great spirit and accurate aim, Captain Byron and his first lieutenant, John Sykes, directing the quarter-deck carronades, and Lieutenants Bruce and George Price Campbell the main-deck guns. At 5h. the President was again advancing steadily, and with the same prospect of getting alongside; but apparently not over anxious for such a consummation, a second time rounded to, and fired another broadside. The damages sustained were speedily repaired by the seamen under the orders of the master, James Kerr, and the chase was continued as before. At 6h. 20m., the President's superior sailing had a third time brought her under the stern of the Belvidera, when she again yawed, and discharged two broadsides; after receiving which, the Belvidera also put her helm down, but without being able to fire her broadside with effect. It being evident that the President was able to run alongside the Belvidera at pleasure, Captain Byron determined to try to improve the sailing of his ship by cutting away all her anchors except her best bower; but it is doubtful if this would have succeeded, had not the President, with a shyness which must have been painfully evident to all her consorts, waived her advantages

by yawing about instead of keeping a steady course. At 6h. 30m. the Congress, being abreast of the President, commenced firing; but her shot falling short, she very soon discontinued it. To get rid of this second adversary, the Belvidera's yawl, barge, gig, and jolly-boat were thrown overboard or cut away, and fourteen tons of water started. The effect of this was evident, and at 8h. P.M. the pursuing frigates had dropped two miles, and at 11h. 25m. the President, then three miles astern of her chase, hove to and rejoined her consorts.[1]

The grand aim of Commodore Rogers was destroyed by this his unfortunate chase. His cruise was almost barren, and the West-India convoy reached England six days after the American squadron returned to New York. In addition to the loss already mentioned, the Belvidera, out of a crew of 230 men, had seventeen slightly wounded, making her total loss two killed and twenty-two wounded. The American *official* account makes the President's loss amount to two midshipmen and one marine killed; the commodore, one lieutenant, one lieutenant of marines, three midshipmen, and twelve seamen wounded. The President's damages were so extensive, that it took a day to repair them. The Belvidera reached Halifax on the 27th of July, carrying news equivalent to a formal declaration of war.

On the 6th of July, in the evening, as the 64-gun ship Dictator, Captain James Pattison Stewart, 18-gun brig Calypso, and 14-gun brig Podargus, Commanders Henry Weir and William Robilliard, together with the gun-brig Flamer, Lieutenant Thomas England, were off Mardoe on the coast of Norway, the mastheads of a Danish squadron, consisting of the 24-pounder 40-gun frigate Nayaden, and 18-gun brigs Laaland, Samsoe, and Kiel, and a large number of gun-boats, were discovered over the rocks. Commander Robilliard volunteered to lead the British ships to the attack; but the Podargus took the ground on entering the passage. Leaving the Flamer to assist the Podargus, Captain Stewart proceeded with the Dictator and Calypso, and at 7h. 30m. P.M. arrived within a mile of the Danes, and

[1] A very clever picture, representing the Belvidera and the American squadron, painted by Huggins, is, we believe, in possession of Messieurs Stilwell, navy agents.

shortly afterwards commenced the engagement. The Calypso having touched the ground, was now astern of the Dictator; but the two ships, at 9h. 30m., after having sailed twelve miles through a passage in some places scarcely wide enough to allow room for the Dictator's studding-sail booms, Captain Stewart ran his ship aground within hail, but with her broadside bearing upon the four ships of the enemy, which had anchored close together in the small creek of Lyngoe. The Calypso closely followed the Dictator, and both opened such a well-directed fire, that the frigate (described as having been "battered to atoms") and brigs surrendered, but the gun-boats escaped. Meanwhile the Podargus and Flamer were engaged with the batteries and a division of Danish gun-boats; but at length, after very great exertions, they were got afloat, though much cut up.

At 3h. A.M. on the 7th, the Dictator, Calypso, and the two prize brigs, in charge of Lieutenants James Wilkie and Benjamin Hooper, in attempting to get through the passage, were attacked by gun-boats stationed behind the rocks in such a manner that not a gun could be brought to bear on them. Both brigs grounded, and were abandoned.

The Dictator had five men killed; John S. Hooper, midshipman, Thomas Farmer, clerk, and twenty-two men wounded: Podargus, George Garratt, purser, Thomas Robilliard, midshipman, and seven men wounded: Calypso, three men killed, one wounded, and two missing: Flamer, one killed, and James Powell, midshipman, wounded: making a total of nine killed and thirty-five wounded. The loss of the Danes is stated to have been 300 killed and wounded. Commanders Weir and Robilliard, and Lieutenant William Buchanan, first of the Dictator, were promoted. The naval medal has been awarded for this action.

On the 16th of July, three boats of the 18-gun corvette Osprey, and 10-gun brigs Britomart and Leveret, Commanders Timothy Clinch, William B. Hunt, and George W. Willes, under the orders of Lieutenants William H. Dixon, William Malone (2), and Francis D. Romney, were despatched in chase of a privateer lugger off Heligoland, which they succeeded in capturing, after a very determined resistance. The prize was the Eole, of Dunkerque, pierced for fourteen

guns, but having only six mounted. The British had two seamen killed, and Lieutenant Dixon and eleven men wounded.

On the 21st of July, the 10-gun schooner Sealark, Lieutenant Thomas Warrand, chased, off the Start Point, the Ville de Caen French lugger privateer, of St. Malo, of sixteen long 6-pounders and seventy-five men. The Sealark ran the lugger on board between her fore and main masts, and a furious engagement commenced, which continued one hour and a half. The privateer having been set on fire by some grenades unskilfully thrown by some of her crew, James Beaver, acting master of the Sealark, at the head of a few men, boarded and carried her without further opposition. The Sealark, in her severe action, out of a crew of sixty men and boys, had her captain's clerk, John Purnel, five seamen, and one marine killed; and her commander, Alexander Gunn, midshipman, seventeen seamen, and three marines wounded. The Ville de Caen lost her captain and fourteen men, and had sixteen men wounded. Lieutenant Warrand was most deservedly promoted to the rank of commander. The above is a naval medal action.

On the 1st of August, the 38-gun frigate Horatio, Captain Lord George Stewart, being off the coast of Norway, detached four boats, containing about eighty men, under the orders of Lieutenants Abraham M. Hawkins, Thomas J. P. Masters, Lieutenant of marines George Syder, and James Christy, master's mate, to attack an armed cutter anchored among the rocks, but which subsequently had entered a creek, and was at the distance of more than thirty miles from the sea. On the 2nd, at 8h. A.M., the vessel, which mounted four long 6-pounders, and had on board a crew of twenty-two men, was observed in company with a Danish schooner of six 6-pounders and thirty men, together with an American ship of 400 tons, their prize. These three vessels were moored with springs on their cables, and as the boats advanced, opened a very galling fire; notwithstanding which, however, they were boarded and carried after an obstinate and sanguinary resistance. The British loss amounted to Lieutenant Syder, seven seamen, and one marine killed; and Lieutenants Hawkins and Masters, James Larans, assistant surgeon (mortally), the boatswain, William Hughes, Thomas

Fowler, midshipman (severely), nine seamen, and two marines wounded. Total: nine killed and sixteen wounded. The Danes had ten killed and thirteen wounded. Lieutenant Hawkins, for his conduct on this occasion, was made a commander in the ensuing December.

On the 10th of August, the 20-gun ship Minstrel, Captain John S. Peyton, and 18-gun brig Philomel, Commander Charles Shaw, being off the island of Alicant, three small French privateers were observed in the port of Biendom, under the protection of a castle, on which were mounted twenty-four heavy guns. As a further security, two of the vessels were hauled on shore, and six of their guns landed to form a battery, which was manned by their crews, consisting of eighty men, chiefly Genoese. The position of the privateers was so strong, that an attack was deemed unadvisable; but to prevent their escape, a boat was sent at night from one or other of the ships to row guard. On the 12th, the Minstrel's boat, containing seven men, in command of Master's mate Michael Dwyer, was sent away on this service; and this young officer, having previously been informed by some Spaniards that the French troops had quitted the town, and that only thirty men were in the battery and twenty in the castle, determined to make an attempt upon the battery with his boat's crew.

At 9h. 30m. P.M., Mr. Dwyer, at the head of his daring band, landed about three miles to the westward of the town, but was almost immediately afterwards challenged by a French sentinel, to whom he replied, in Spanish, that they were peasants, and they were suffered to proceed undisturbed. These eight men advanced upon the battery, which they attacked without hesitation; and, after a smart struggle, the garrison, consisting of eighty instead of twenty Genoese, abandoned the place. Mr. Dwyer had not been long in possession of this post, however, before it was surrounded by 200 French soldiers, and that which he had so nobly gained he as desperately disputed. It was not until one of his men was killed, himself shot through the shoulder, a seaman wounded in the eye,[1] and all their ammunition

[1] This gallant fellow (whose name we regret being unable to record), as soon as the stupefaction caused by the wound had in a measure subsided, deliberately took his handkerchief from his neck, and, binding it

was expended, that his opposition ceased; upon which the soldiers rushed upon their enemies with their bayonets. Mr. Dwyer, weak from loss of blood, was unable to offer any effectual resistance, and in a short time fell, after receiving seventeen bayonet-wounds. Every man of his party, with the exception of one, was severely wounded, and the French gained possession of the battery. The admiration of Captain Foubert and his troops at the invincible courage displayed by Mr. Dwyer and his boat's crew was unbounded; and when the prisoners, in their wounded state, were conveyed to head-quarters, General Goudin participated strongly in Captain Foubert's feeling. Captain Peyton was invited on shore to dinner, and after receiving the congratulations of the French upon the bravery of the young officer lately under his command, Mr. Dwyer was released with his followers. For his gallantry on a previous occasion, Mr. Dwyer was at this period a lieutenant, which rank we are sorry to perceive he still holds.[1]

On the 13th of August, the 16-gun ship-sloop Alert, Commander Thomas L. P. Laugharne, while off the coast of North America, fell in with the United States 32-gun frigate Essex, Captain David Porter, and, probably mistaking the frigate's character, bore down, and opened her puny fire. This the Essex returned, and in a quarter of an hour the Alert, having seven feet water in her hold, and three of her men wounded, hauled down her colours. The master, Johanson Clering, and purser, William Haggerty, were the only officers who stood by their captain; the remainder and the crew were either dismissed the service or severely reprimanded by the court-martial subsequently held at Halifax upon Captain Laugharne and his officers; but those above named received, on the other hand, the marked approbation of the court. The Alert had formerly been the Oxford, a collier, but had been converted into an armed vessel, and designated a sloop of war. Her armament consisted of 18-pounder carronades. The Essex was armed with

round his head, said, "Though I have lost one eye, I have one left, and I will fight till I lose that too."

[1] A few months after the publication of the first edition of this work, Lieutenant Dwyer was made commander, a promotion which had been long his due.

32-pounder carronades on the main deck, and in the whole forty-six guns. The capture of the Alert, therefore, needs no further comment; and it is only to be regretted that her commander had not had a more efficient man-of-war under him, in which case his gallantry would doubtless have produced very different results.

On the 19th of August, at 2h. A.M., the 18-pounder 38-gun frigate Guerrière, Captain James Richard Dacres, being in latitude 40° 20′ north, longitude 55° west, standing on a wind on the starboard tack, under easy sail, with a fresh breeze from north-west, on her way to Halifax to refit, observed a large ship on her weather beam. This was the United States 44-gun frigate Constitution, Captain Isaac Hull, which a few days before had escaped from a British squadron after a long chase.

In addition to a picked crew, composed in great part of British seamen,[1] the American ships were provided with a party of marines, or rather of skilful riflemen. The only departure from the original armament of the Constitution, already described,[2] was that of her having exchanged the 42-pounder carronades for 32-pounders. The main deck of this ship was upwards of eight feet in height, which allowed plenty of space for working her large and heavy 24-pounders, although they were mounted upon lofty and rather cumbersome carriages. The lower sills of her ports were ten feet from the water's edge. It would be ridiculous to institute a comparison between such a ship, manned with 476 picked seamen, and excellent rifle marksmen for marines, and a contracted French frigate like the Guerrière, mounting only

[1] For many years previously to the war, the Americans had held out the most flattering prospects to British seamen to induce them to enter their service. In this they had but too well succeeded; and having once entrapped them, escape was almost impracticable. It must be borne in mind that most, if not all, of these deluded men, who afterwards fought against their countrymen and former shipmates, were enticed from their country's service before the war commenced; and it must also be mentioned, that when the war really did commence, the offers of reward to those who continued to serve, and cruelties practised on those honourable enough to despise them, had full weight in deterring many from quitting, or endeavouring to quit, an employment so traitorous.

[2] See page 364, *ante*.

the usual armament of her class, and whose crew had dwindled down to 250 men and nineteen boys.

At 3h. 30m. P.M., each ship having discovered the true character of the other, cleared for action, and at 4h. 30m. the Guerrière backed her main-topsail to expedite the meeting. At 4h. 50m., the Guerrière, having hoisted an English ensign at the peak, another at the mizen-topgallant masthead, and a union-jack at the fore, opened her starboard broadside upon the Constitution; then filling and wearing round, she fired her larboard broadside; but the shot are described by Captain Hull as having fallen short. This would say very little in favour of the skill of the British crew, were it not known that the powder was of very inferior quality. At 5h. 5m., the Constitution, with an American ensign at the peak, another in the larboard mizen shrouds, and a third at the fore, having arrived upon the weather beam of the Guerrière, opened her fire with great precision. To prevent being raked, the latter wore round three times, and this manœuvring having lasted till 5h. 45m., the Constitution set her main-topgallant-sail, and in a few minutes, having ranged up on the larboard and weather beam of her antagonist, brought her to close action, both ships steering with the wind on the larboard quarter. At 6h. 5m. the Guerrière's mizenmast fell over the larboard quarter, and the wreck, by dragging in the water, brought the ship head to wind. Throwing all aback, the Constitution then succeeded in gaining a position on the bow of the British ship, within reach of the balls of the riflemen. At 6h. 15m. the two ships fell on board each other, the bowsprit of the Guerrière becoming entangled with the starboard main-rigging of the Constitution. An attempt was now made by the Americans to board, when a shot from a British marine brought down the leader, the first lieutenant of marines; her first lieutenant was also shot, and the master wounded in the shoulder. The American marines, however, were not idle. From the tops they fired upon the Guerrière's officers and men with deadly aim. Captain Dacres was painfully wounded, but continued to animate and cheer his men to renewed exertions. The master, Robert Scott, was at about the same time shot through the knee; and Samuel Grant,

master's mate, was also severely wounded. After the lapse of a few minutes the combatants dropped clear of each other, and the Guerrière was enabled to bring some of her starboard guns to bear upon the American frigate, some of the wads from which occasioned a fire on the Constitution's main deck. In falling astern of her adversary, the bowsprit of the Guerrière came in contact with the Constitution's taffrail, and the foremast and mainmast of the British frigate almost immediately afterwards fell over the starboard side. The defence was still protracted; but, rolling heavily in her utterly defenceless state, little more than the semblance of resistance could be offered. The Constitution, with every stick standing, at 6h. 45m. took up a position on the starboard quarter of the Guerrière, intending to renew the action, and Captain Dacres finding further resistance unavailing, if not impracticable, a lee gun was fired, and the union-jack hauled down from the stump of the mizenmast.

Captain Dacres having, as soon as the colours were hoisted, ordered seven Americans, included in his 251 men, to go below, the Guerrière commenced the action with 244 men and nineteen boys; and of these, the loss amounted, in killed, to Lieutenant Henry Ready, eleven seamen, and three marines; and of wounded, she had Captain Dacres, severely, Bartholomew Kent, first lieutenant, slightly, the master (already named), Samuel Grant and William J. Snow, master's mates, and James Enslie, midshipman, forty-three seamen, thirteen marines, and one boy wounded. Total: fifteen killed, and six mortally, thirty-nine severely, and eighteen slightly wounded. The Constitution's loss was stated at seven killed and seven wounded; but one of the Guerrière's officers counted thirteen wounded men on board, three of whom died after undergoing amputation. The thick sides of the Constitution will afford a reason for this small loss; while the severe casualties of the Guerrière may also be accounted for in the heavy armament of her antagonist, and by the description of missile used in the action, comprising "langridge," "dismantling, or chain shot." The riflemen were also provided with buck-shot, four of which were used instead of a ball, and, at close quarters, with destructive effect. Further detail is unnecessary; enough has, we think, been shown to prove that the Guerrière was

captured by a ship of nearly twofold[1] greater strength and power of resistance, and that Captain Dacres, his surviving officers and crew, richly merited the "honourable acquittal" and gratifying encomiums which a court-martial pronounced upon them.

On the night of the 31st of August, the boats of the Bacchante frigate, Captain William Hoste, containing sixty-two officers and men, were despatched, under the orders of Lieutenant Donat Henchy O'Brien, to bring out several vessels laden with ship-timber in Port Lema, near Rovigno. Lieutenant O'Brien was assisted by Lieutenant Frank Gostling, Lieutenant of marines William Haig, Master's mate George Powell, and Midshipmen James Leonard Few and Thomas W. Langton. Having captured two vessels at the entrance to the port, Lieutenant O'Brien gained information that the vessels of which he was in search were under the protection of a French 3-gun xebeck and two gun-boats. Leaving the prizes in charge of Mr. Langton and six men, Lieutenant O'Brien, with the remainder, proceeded to the attack, and, without the loss of a man, brought out seven timber-laden, as well as the three armed vessels. The latter carried seven long guns and seventy-two men. On the morning of the 18th the same officer was intrusted with the command of six boats (containing seventy-two officers and men), assisted by Lieutenant Silas Thomson Hood and the officers above mentioned, except Lieutenant Gostling. The object was to intercept eighteen sail of merchant vessels between the islands of Tremiti and Vasto. On the approach of the boats the vessels grounded, trusting for protection to eight vessels armed with long 12-pounders and swivels. The guns mounted on board the vessels consisted of eight long 12-pounders, six swivels, and the crews comprised 104 men. The men belonging to the merchant vessels also had landed, and, armed with musketry, had posted themselves in a thick wood skirting the bay. This formidable array,

[1] Comparative force of the combatants :—

		GUERRIERE.	CONSTITUTION.
Broadside guns	No.	24	28
	lbs.	517	768
Crew (men only)	No.	244	460
Size—tons		1092	1533

—*James.*

however, did not daunt the British; and after a most dashing encounter the whole were captured. Lieutenant Haig, at the head of the marines, had in the mean time driven the enemy from the woods. Two men only were wounded. The letters reporting the above actions were not published until the 22nd of January, 1813, and the leader of the gallant enterprises was promoted at that date. In the meanwhile, however, Lieutenant O'Brien had acquired fresh claims to distinction, as will be seen in our next year's record. The naval medal is granted for the first of the above boat actions.

On the 8th of September, the 10-gun schooner Laura, Lieutenant Charles N. Hunter, commander, being off the Delaware, was captured, after a very gallant action, by the French 18-gun privateer brig Diligente. Lieutenant Hunter, after being several times slightly wounded, received a most severe wound by a musket-ball, which, entering near the left ear, passed obliquely down the back, and made its way out. From excess of bleeding he was incapable of further effort, and all the officers having been sent away in prizes, the Laura was boarded and carried. The schooner had fifteen men killed and severely wounded; and the Diligente, whose crew consisted of ninety-seven men, had nine killed and ten badly wounded. The captain of the privateer conveyed his prize to Philadelphia, and behaved most kindly and honourably to Lieutenant Hunter and his crew. Lieutenant Hunter was most honourably acquitted of all blame for the loss of his vessel.

On the 18th of October, the 18-gun brig Frolic, Captain Thomas Whinyates,[1] in charge of a convoy for England, got sight of a strange sail to windward. The stranger was at first taken for one of the convoy which had separated from the Frolic in a heavy gale of wind, but on a nearer approach the error was discovered. Two days previously the Frolic had sustained considerable damage in a heavy gale, which had separated her from part of the convoy. During the gale the Frolic's mainyard was carried away in the slings, her main-topmast badly sprung in two places, and her topsails torn to pieces. These and other damages were in part attributable to the general defects of the Frolic, which had been five years out of an English dockyard, cruising in the West

[1] This officer's captain's commission was dated 12th August, but he had not been superseded in the command of the Frolic.

Indies. With only her boom-mainsail and close-reefed fore-topsail set, the Frolic hauled to the wind to give her convoy a chance of escape, and at about 11h. A.M. Captain Whinyates, anxious to draw the stranger's attention from the merchant ships, hoisted Spanish colours, upon which the ship bore up directly for her. The stranger, which was the United States 18-gun corvette Wasp, Captain Jacob Jones, five days only from the Delaware, hoisted her colours and steered for the Frolic, then on the larboard tack. On arriving within about sixty yards of the Frolic, the Wasp hailed, upon which the former, exchanging Spanish for British colours, opened fire, which the Wasp returned. A heavy sea was running, which rendered it extremely difficult for the men in the Frolic to point the guns, the muzzles of which were often under water. The tonnage of the Wasp gave her an immense advantage. With ports nearly six feet above the level of the sea, she was enabled to fire her guns with deliberation and aim, while the Frolic's, being within a few feet only, to load and fire was all that was practicable. Every shot from the Wasp took effect, while the Frolic's passed harmlessly, or only damaged her opponent's sails and rigging, and shot away the main-topmast, gaff and mizen-topgallant mast. The Frolic's peak-halyards being cut by a shot, she was deprived of the only after-sail she could set, and payed off nearly before the wind. The Wasp now took up a position on the Frolic's larboard bow, and continued an animated fire, until, considering the British vessel's deck pretty well thinned of men, Captain Jones determined to board. Perceiving, however, on a nearer approach, that he was likely to meet with more opposition than he anticipated, he delayed his intention, and taking whatever position he chose, continued to fire upon the defenceless brig. After the action had lasted forty three minutes, the Wasp ran her opponent on board, and the Frolic without further opposition became a prize.

Upon her deck, when thus boarded, Captain Whinyates, the second lieutenant (both of whom were severely wounded), and seventeen men, were all that remained, the few other survivors being below attending to their wounded shipmates or other indispensable duties. Out of ninety-one men and eighteen boys, with which she commenced the action, the Frolic had lost fifteen in killed, and Lieutenant Charles M'Kay, and the master, John Stephens, mortally wounded;

and Captain Whinyates, Lieutenant Frederick B. Wintle, and forty-three men, wounded. Total, killed and wounded, sixty-two. Her masts fell over the side a few minutes after her surrender. The Wasp's damages were comparatively trifling; and out of a crew of 138 fine, able-bodied seamen (including many renegade British sailors), her loss amounted to eight men killed and about the same number wounded.

Had the Frolic been fresh from a home port, with all her spars, well rigged and properly equipped, and with a crew not worn down by long service in a tropical climate, a different result might have been looked for; but disabled as she was, and labouring under every possible disadvantage, which wind, weather, and a sickly crew conspired to create, no surprise can be felt at the Frolic's capture. The guns of the two vessels were the same in number and weight of shot, except that the Wasp mounted two long brass 12-pounders for the Frolic's long nines; and in tonnage the Wasp measured 434 tons, and the Frolic 384.[1] A few hours after the action ceased, the 74-gun ship Poictiers, Captain John Poer Beresford, hove in sight, captured the Wasp, and recaptured the Frolic. Captain Beresford immediately re-appointed Captain Whinyates to his brig; and the latter, with his few surviving officers and crew, underwent the ordeal of a court-martial, which pronounced an honourable acquittal upon all.

On the 25th of October, the 18-pounder 38-gun frigate Macedonian, Captain John Surman Carden, being in latitude 28° 50′ north, longitude 29° 30′ west, the 44-gun frigate United States, Commodore Stephen Decatur, hove in sight, bearing north by east, distant about twelve miles. The Macedonian, with a strong breeze from south-south-east, immediately bore up, and made all sail to close the enemy. At 7h. 30m. A.M., the two ships having arrived within three miles of each other, hoisted their colours, and Commodore Decatur his broad pendant. Captain Carden then became fully aware of the force of the enemy; but so little did British sailors think of defeat, that the announcement was most gratifying.

[1] "The Congress of the United States voted 25,000 dollars, and their thanks to Captain Jacob Jones, the officers and crew of the Wasp; also a gold medal to Captain Jones, and silver medals to each of the officers, in testimony of their high sense of the gallantry displayed by them in the capture of the British sloop of war of 'superior force.'"—*James.*

On the other hand, Commodore Decatur mistook the Macedonian for a larger ship, probably for a cut-down 64-gun ship, and therefore wore round on the starboard tack, and bore up. The Macedonian continued under all sail in chase, and as she rapidly overhauled the American, Commodore Decatur fell into the opposite error, and took the Macedonian for a 32-gun frigate, whereupon he wore round on the larboard tack, and hauled up to meet her. At 9h. A.M. the Macedonian, having hauled to the wind, was on the weather beam of the United States, and the two ships passing on opposite tacks, exchanged broadsides. The Macedonian being then abaft the American frigate's beam, wore, and at 9h. 20m. was on the enemy's larboard and weather quarter, on the same tack with her. In the course of a few minutes the Macedonian lost her mizen-topmast, and the United States her mizen topgallant-mast. The sailing of the two ships was thus nearly equalized, and the United States took advantage of the circumstance, and retained her position on the lee bow of the British frigate, keeping up a continued and severe fire.

At 10h. 15m. the United States squared the main-yard to allow the Macedonian to close; but it was then too late. At a little past 11h. the Macedonian lost her mizenmast, fore and main-topmasts, and mainyard; her lower masts were badly wounded, and the standing and running rigging destroyed. To render her state more defenceless, the wreck of her mizenmast fell over the starboard side, thereby disabling those of her quarter-deck guns which were not previously useless from the imperfect fitting of the carronade slides. Having nothing to steady her, the Macedonian now rolled the muzzles of her main-deck guns in the water; and, under the circumstances, further effectual resistance was impossible. As a last resource, however, the determination to attempt to board the American frigate was come to, and the Macedonian's helm was put hard a-port with the intention of carrying it into effect. Captain Carden was the more induced to resort to this plan by seeing the United States make sail. But the execution of the design was frustrated by a shot, which, having cut the lee fore-brace, the ship would not pay off, and the United States crossed the Macedonian's bows without firing a shot, having, as it afterwards appeared,

expended all her cartridges. It was at first supposed that the United States had given up the contest; but having filled more cartridges and rove new running rigging, she made sail, and at noon arrived under the stern of the Macedonian; when Captain Carden, having no further means of resistance, ordered the colours to be hauled down.

The loss sustained by the British, out of 254 men and boys, amounted to James Holmes, boatswain, Thomas J. Nankivel, master's mate, Dennis Colwell, schoolmaster, twenty-three seamen, eight marines, and two boys killed; and Lieutenants David Hope (severely) and John Bulford (slightly), Midshipmen Henry Roebuck and George Greenway, and Francis Baker, volunteer 1st class, fifty seamen, nine marines, and four boys wounded; making a total of thirty-six killed and sixty-eight wounded. The United States sustained comparatively slight loss, amounting to five killed; two mortally and five severely, besides many, not included, slightly wounded.

The Macedonian mounted the forty-six guns of her class; but the quarter-deck carronade slides, being fitted on a new and defective principle, rendered those guns very inefficient. The force of the United States has already been described; but, unlike the Constitution, she retained her 42-pounder carronades, to which may be attributed the early fall of the Macedonian's masts and the carnage on her decks. Captain Carden and his officers were treated with respect by Commodore Decatur, but every temptation, and even threats, were used, to induce the crew to enter the American service; but the overtures were treated with the disdain they merited. The Macedonian was conveyed to New London, where she arrived on the 4th of December. Captain Carden and his officers were subsequently tried by a court-martial at Bermuda, the sentence of which was "an honourable acquittal," and the court expressed their very high sense of the loyalty of the seamen, which caused them to disregard the base offers of the enemy.

The squadron, under Commodore Rogers, from which the United States had parted company, continued its cruise, and on the 31st of October chased the 38-gun frigate Galatea, Captain Woodley Lorack; but the latter escaped in the night. The squadron soon afterwards returned to Boston.

The third and last frigate action in which the Americans were conquerors now demands our attention. The late French 38-gun frigate Renommée, which had been captured off Madagascar, was added to the British navy under the name of Java. In the month of August, she was commissioned by Captain Henry Lambert, and appointed to convey Lieutenant-General Hislop, the newly-appointed governor, to Bombay. In addition to the baggage generally accompanying officers of General Hislop's rank, the Java was deeply laden with stores of all descriptions for ships building at Bombay. The difficulty of manning this ship had been great. Our best seamen had been drained in many channels from their legitimate employ. Privateers, merchant-service crimps, and the mania for the American navy, had exhausted the grand reservoir, and to man an additional frigate properly was a work of time. This was felt in a peculiar degree by Captain Lambert, and, with the exception of a few volunteers, who filled the petty officers' ratings, the men obtained, by pressing and other compulsory means, were of the most inferior description. The captain remonstrated, but without effect, and with a crew (not fifty of whom had ever seen a shot fired) of 277 men and twenty-three boys, and eighty-six supernumeraries, principally Marine Society boys, the Java put to sea.

On the 30th of December, in the morning, being near St. Salvador, whither Captain Lambert was bound, to water, the American frigate Constitution, Commodore William Bainbridge, was descried ; and, casting off a prize which had been taken on the passage, the latter parted company, with nineteen men and a master's mate, and the Java proceeded with a moderate breeze from the north-east in chase of the stranger. Commodore Bainbridge expecting to be joined by the Essex, mistook the Java for that ship ; and at about noon made the private signal. This, after remaining hoisted ten minutes, was hauled down, and the American frigate wore and made all sail away. The Java, under a press of sail, and going ten knots, was obliged to shorten sail, while the American frigate appeared scarcely to feel the breeze. At 1h. 40m. P.M., the Java having got within two miles of the Constitution, the latter took in royals and flying-jib, clewed up her courses, and hauled to the wind on the starboard tack, and the Java

did the same. At 2h. 10m. the two ships were within a mile of each other, when the Constitution fired some of her starboard guns, but without effect. At 2h. 20m. a second broadside was fired, which also did little damage; and almost immediately afterwards the Java's larboard broadside was fired, almost every shot striking. The Constitution by this one broadside had four men killed and many wounded, and her wheel was shot away. Not relishing this spirited salute from the little ship, the Constitution fired a third broadside and bore up in the smoke. The Java bore up after her, and at 2h. 25m., the two ships having come to the wind on the starboard tack, again exchanged broadsides. The Constitution again wore to get away, but Captain Lambert was not to be thus evaded, and the Java also wore.

At 2h. 35m. the Java passed slowly and closely under the stern of the Constitution; but the opportunity thus afforded was lost upon the raw, unskilful British crew, and the only gun discharged was the forecastle 9-pounder, and that was pointed and fired by Lieutenant James Saunders, a supernumerary officer. Commodore Bainbridge, however, had not yet made up his mind to engage the British frigate, and making sail about three points off the wind, ranged ahead of the Java. At 2h. 40m. the Java luffed across the stern of her antagonist, but again without making full use of the advantage; and at about 2h. 43m. the commodore, emboldened by the Java's inefficient fire, determined to engage. Having therefore hauled to the wind on the larboard tack, the two ships were soon in close action, the Java to windward. At 2h. 52m. the head of the Java's bowsprit was shot away, upon which the Constitution wore, and as the Java, from the loss of her jibs, was unable to follow her with the requisite celerity, she tacked, and, taking a long time to pay off, received a raking broadside from the adversary. Instead of coming to the wind on the starboard tack, the Java bore up athwart the Constitution's bows, firing her broadside, and then luffed to on the larboard tack. The American frigate having wore round under the Java's stern, the two frigates were once more in action, at not more than pistol-shot distance, the Java to windward as before. This proved to the great disadvantage of the Java; and after it had continued ten minutes, that ship was completely unrigged, and

had lost her master, and a great many officers and men killed and wounded.

Captain Lambert, finding his men falling so fast from the enemy's destructive fire, determined to board, and at 3h. 8m. ordered the helm a-port to carry this design into effect. Before, however, the two ships came in contact, the Java's foremast unfortunately fell inboard, passing through the forecastle deck, and thereby encumbering the main deck. But, by the impetus which she had previously acquired, the stump of the Java's bowsprit caught the Constitution's mizen-rigging, and brought her head to wind; then dropping astern, she lay at the mercy of her antagonist. The American frigate made good use of her advantage, and sailing round the Java, poured in broadside after broadside with tremendous effect. At 3h. 30m. Captain Lambert fell mortally wounded by a musket-ball in the left breast, and the command of the ship devolved on the first lieutenant, Henry Ducie Chads, who in gallantry emulated his late noble captain. This officer, though painfully wounded, remained at his post, encouraging by his example the crew to continue their resistance. The latter, though wanting in skill, were not wanting in bravery, and far from relaxing their exertions, appeared to increase them as their chance of success receded. At 4h. 5m. the Java's mizenmast fell, and soon afterwards the Constitution again ranged up alongside the British ship, but was received with all the warmth of desperation. At 4h. 25m. the Constitution, having effectually crippled her antagonist, made sail ahead out of gun-shot; and the Java's crew imagining she was about to make off, shouted after her and called to her to return. The American frigate having repaired the slight injuries she had received aloft, at a little before 6h. took up a position across the bows of the Java (the crew of which, in the meanwhile, had cleared the wreck of her masts, and were erecting a jury-mast). Lieutenant Chads, aware that to protract the defence would be nothing less than a wanton sacrifice of life, ordered the colours to be struck, and at 6h. P.M., after near four hours' action, the Java became the Constitution's prize.

The following is the official return of the Java's loss:—Killed: Charles Jones, Thomas Hammond, and William Gascoigne, master's mates, William Salmond, midshipman.

Thomas Joseph Matthias, clerk, twelve seamen, and four marines : total, twenty-one. Wounded : Captain Henry Lambert, Edward Keele,[1] midshipman, and one seaman mortally; James Humble, boatswain, and four men dangerously ; Captain J. T. Wood (aide-de-camp to Major-General Hislop), Batty Robinson, master, Lieutenant of marines David Davies, Charles Keele, Martin Burke, Frederick Morten, and William Brown, midshipmen, and forty-five sailors, marines, and boys severely ; Commander John Marshall, Lieutenants Henry D. Chads and James Saunders, James West, midshipman, and thirty-nine men and boys slightly : total, 103 : grand total, 124. The Java's damages were in keeping with her loss ; she was totally dismasted, ten of her quarter-deck and forecastle carronades were dismounted, many of her main-deck guns disabled, all her boats destroyed, and her hold half-full of water when she surrendered. Nor had the Constitution, notwithstanding her thick sides, escaped without loss : the British official account gives ten men killed ; her fifth lieutenant and four men (mortally), the commodore (slightly), and about forty-two of her crew wounded. The Java, on examination, was found so much damaged, that her captors determined to destroy her ; and after removing the prisoners, which, as the Constitution had only one boat that would swim, was a work of time, the Java, on the forenoon of the next day, was set on fire.[2]

There can be little doubt that had the Java, inferior as she was in point of *matériel*, been manned by a crew of 320

[1] This gallant youth, only thirteen years of age, was not killed outright, but died the next day. The Java was his first ship. He had suffered amputation of a leg, and after the action was over, inquired anxiously if the ship had struck. Seeing one of the flags spread over him, he became very uneasy ; but being assured that *it was English*, he was satisfied.

[2] After this had been effected, one of the Java's late crew (three of whom, to their disgrace, had already entered on board the Constitution) informed Commodore Bainbridge that the prize had an immense quantity of *specie* in her hold. The commodore's feelings, on receiving this information, caused not a little amusement to the British officers ; but after a time one of them took pity upon him, and relieved his mind by assuring him that the cases in question contained, instead of gold or silver, only *copper bolts*. At 3h. P.M. the Java blew up, but without any colours hoisted. The Constitution entered the port of St. Salvador on the 3rd of January, 1813, where the prisoners were all landed.

stout, able-bodied, and well-trained seamen, instead of a raw set of men, wanting in everything save animal courage, and had the Java been laden less like a store-ship, she would have given a very different account of the Constitution; and, under all the disadvantageous circumstances, her action is one highly creditable to the British navy in general, and to the brave officers and men who fought it in particular. Rear-Admiral Graham Moore, the president of the court-martial which tried Lieutenant Chads and the ship's company for the loss of the Java, after an honourable acquittal, passed the following well-merited eulogium on the former: —"I have much satisfaction in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before been heard of, your conduct on the present occasion would have been sufficient to establish your character as a brave, skilful, and attentive officer." Lieutenant Chads' conduct received other honourable testimony by promotion to the rank of commander in May, 1813.

On the 16th of December, the French 40-gun frigate Gloire, Captain Roussin, sailed from Havre on a cruise, and on the 18th, at daylight, was discovered by the 18-gun corvette Albacore, Commander Henry T. Davies, about four miles to the westward of which was the 14-gun schooner Pickle, Lieutenant William Figg. The Gloire having, at 9h. A.M., ascertained that the strangers were enemies, hauled to the wind on the larboard tack, and made all sail away, and Captain Davies, believing the frigate to be armed *en flûte* only, immediately pursued, accompanied by the schooner. At 10h. 12m. the corvette opened fire on the Gloire, which the frigate, hoisting her colours, returned; she then hauled up to rake the Albacore, and Captain Davies, being now aware of his error, tacked and discontinued the action. The Albacore's rigging was much damaged, and Lieutenant William Harman was killed, and six men wounded. At 1h. P.M. the Albacore was joined by the Pickle, 12-gun brig Borer, and 4-gun schooner Landrail, when the pursuit was resumed; but at midnight the Gloire was out of sight.

On the 29th of December, the 18-gun brig Royalist, Commander George Downie, cruising in the Channel, captured the French privateer Ruse, for which service the naval medal has been awarded.

1813.

On the 6th of January, at 2h. P.M., the boats of the Havannah, Captain the Honourable George Cadogan, under the orders of Lieutenant William Hambly, attacked and carried a French gun-boat, mounting one long 24-pounder, and having a crew of thirty-five men, although the enemy was fully prepared for the attack, and the boat was supported by musketry from the shore. Three merchant vessels were also brought off. Edward Percival, master's mate, was killed, and two seamen wounded.

On the 6th of January, the boats of the 38-gun frigate Bacchante, Captain William Hoste, and 18-gun brig Weasel, Commander James Black, being off Otranto, in the Adriatic, chased two divisions of gun-boats. The officers employed on this service were Lieutenants Donat H. O'Brien, Silas T. Hood, and Frank Gostling; Lieutenant of marines William Haig, and Master's mates and Midshipmen George Powell, James McKean, Honourable Henry J. Rous, Honourable William Waldegrave, Thomas C. Hoste, James L. Few, and Edward O. Pocock. At 8h. A.M., Lieutenant O'Brien, in the Bacchante's barge, overtook and captured the sternmost gun-boat, mounting two guns, and having a crew of thirty-six men; when, leaving her in the charge of Mr. Hoste, Lieutenant O'Brien pushed on and captured two other boats making off towards the coast of Calabria. Two of the Weasel's boats were also despatched, under Lieutenant Thomas Whaley and James Stewart, midshipman, and another boat from the Bacchante, under Edward Webb, master's mate; and the latter, taking the lead of the other two, very gallantly boarded and carried two gun-boats successively, after a determined resistance. The above actions, together with two other exploits of Lieutenant O'Brien,[1] appeared in the *Gazette* the same day, and that officer was

[1] See p. 405, *ante*.

immediately promoted. The medal is granted for the above action.

On the 29th of January, the island of Augusta, in the Adriatic, surrendered to a British force, consisting of the 38-gun frigate Apollo, Captain Bridges W. Taylor, Esperanza privateer, and four gun-boats, and 250 troops, under Lieutenant-Colonel Robertson. On the 3rd of February Curzola also surrendered to the same force. The Apollo's mainmast was much cut by shot, and her loss from the enemy's fire amounted to two seamen killed and one wounded.

On the 6th of February, the 38-gun frigate Amelia, Captain the Honourable Frederick Paul Irby, at 9h. 30m. A.M., observed two frigates at anchor off the northern end of Tamara (one of the Isles de Los), on the coast of Africa. The strangers were the French 40-gun frigates Aréthuse, Commodore Bouvet, and Rubis, Captain Olivier, which a few days previously had chased the Daring gun-brig, Lieutenant William R. Pascoe, and forced her to run on shore on Tamara to avoid capture, where she was burnt by her crew. On the 7th, at noon, a light breeze sprang up from the westward, and the Aréthuse on the larboard tack stood towards the Amelia under all sail, when the latter made sail away, in order to draw the Aréthuse from her consort.

At 5h. P.M. the Amelia shortened sail, wore round on the starboard tack, and, running under her three topsails, steered for the Aréthuse, which ship had also shortened sail. To avoid being raked, the Aréthuse, at 7h. 20m., tacked to the southward. It was a beautiful moonlight night, and the light air of wind was scarcely sufficient to cause a ripple. At 7h. 45m., just as the Amelia had arrived within pistol-shot on the starboard and weather bow of the Aréthuse, intending to cross her bows, the latter opened fire, which was immediately returned. After the third broadside, owing to the braces having been shot away, the main-topsail of the Amelia was thrown aback, and failing in her attempt to cross the enemy's bows, she fell on board the Aréthuse, the bumpkin of the latter carrying away part of the Amelia's larboard forecastle bulwark, and her bowsprit the jib stay. In this situation, the British frigate became exposed to a heavy fire of musketry and hand grenades, and an attempt

was made to board, which was repelled by the marines under First Lieutenant John Simpson. The Aréthuse, throwing all aback, then dropped clear. The Amelia upon this set her stay-sails and endeavoured to get her head towards the French ship; but in attempting again to cross her bows, fell on board a second time, and the two ships swang alongside each other at about 9h. 15m. An endeavour was then made by the crew of the Amelia to lash the ships together, but they were unable to do so on account of the heavy fire of musketry opened upon them from the deck and tops of the Aréthuse. Among those who fell in trying to effect this, were Lieutenants John J. Bates and John Pope, and Second Lieutenant of marines Robert Gwinn Grainger; and Captain Irby was severely wounded, and obliged to leave the deck in command of Lieutenant George Wills. The latter officer was shortly afterwards killed; after whom, the master, Anthony De Mayne, took the command. The ships at length dropped clear of each other, and gradually separated, until, at 11h. 20m. P.M., they were out of gun-shot of each other.

The Amelia's masts and yards were badly wounded, and she was much shattered in hull. Of 265 men, thirty boys, and fifty-four supernumeraries (part of the Daring's crew, and some invalids), she had the three lieutenants, and second lieutenant of marines (already named), Lieutenant Pascoe, of the Daring, Charles Kennicott, midshipman, John Bogue, purser of the Thais, twenty-nine seamen, seven marines, and three boys killed; Captain Irby (severely), Lieutenant of marines John Simpson, John Collman, purser, Boatswain John Parkinson, Edward Robinson, George A. Rix, Thomas D. Buckle, George T. Gooch, and Arthur Beever, midshipmen, fifty-six seamen (two mortally), twenty-five marines (three mortally), and three boys wounded. Total: fifty-one killed and mortally wounded, and ninety severely and slightly wounded.

The Aréthuse also suffered severely in hull and masts, and of 375 men, had thirty-one killed and seventy-four wounded.

The Amelia and Aréthuse, in point of tonnage and armament, met upon equal terms. The crew of the Amelia,

however, was unfit to cope with the fresh and vigorous crew of the Aréthuse, comprising the very flower of the French navy. The latter ship had only just arrived from an European port, the former had been nearly two years under the influence of the most debilitating climate in the world. Had the Amelia suffered less than she did in her action, the propriety of seeking a renewal of the engagement, in the presence of a second frigate of equal force to the Aréthuse, would have been questionable, for it must be remembered that Captain Irby was not at that time aware that the Rubis had been placed *hors de combat* by getting aground. On the whole, this action gives evidence of great bravery and skill on both sides, and no blame can reasonably attach to Captain Irby, his officers or crew. The fall of the officers and the captain's wounds were untoward events, which have an effect even upon the best of crews; and although the meeting terminated in a drawn battle, it is, notwithstanding, highly honourable to the British navy.

At daylight on the 8th the frigates were becalmed about five miles apart, and on the breeze springing up, the Amelia having bent new sails, put before it for Madeira and England; and the Aréthuse stood back to the Isles de Los to rejoin her consort.

On the 2nd of February, the 18-gun corvette Kingfisher, Commander Ewell Tritton, discovered near Melara several trabacolos, and there being at the time very little wind, two boats, under Lieutenant George W. Palmer and John Waller, gunner, were despatched in chase, which, after a row of five hours, captured one vessel, and drove on shore and destroyed five others, on the island of Corfu. The loss in the Kingfisher's boats amounted to two killed and seven severely wounded.

On the 8th of February, nine boats from the frigates Maidstone, Belvidera, Junon, and Statira, Captains George Burdett, Richard Byron, James Sanders, and Hassard Stackpoole, under command of Lieutenant Kelly Nazer, of the former ship, attacked the United States 6-gun schooner Lottery, in the Chesapeake. After a most determined resistance, the privateer was boarded and carried. The American captain (John Southcomb) was mortally wounded;

and eighteen, out of a crew of twenty-eight men, were killed or wounded. The British had one man killed and five wounded.

During the month of February, the 74-gun ships San Domingo and Marlborough, with the Maidstone and Statira frigates, and Fantome, Commander John Lawrence, brig, under the orders of Admiral Sir John B. Warren and Rear-Admiral George Cockburn, arrived off the North American coast. In April they entered the Chesapeake, and on the 3rd chased four large armed schooners into the river Rappahannock. It falling calm, the boats of the squadron were despatched in pursuit, and, after rowing fifteen miles, the four schooners were discovered: which were the Arab, of seven guns and forty-five men; Lynx, of six guns and forty men; Racer, of six guns and thirty-six men; and Dolphin, of twelve guns and ninety-eight men, drawn up in line ahead. The boats were under the command of Lieutenant James Polkinghorne, of the San Domingo; Matthew Liddon, of the Maidstone; George C. Urmston and James Scott, of the Marlborough; and George Bishop, of the Statira. The Marlborough's boats being in advance, were the first to board the enemy, and five boats had performed the principal part of the service before the remainder were able to close. The four vessels were captured after a desperate struggle. The loss amounted to two men killed; and Lieutenants Polkinghorne and William A. Brand,[1] Lieutenant of marines William R. Flint, John Sleigh, midshipman, and seven seamen and marines were wounded. The Americans had six men killed and ten wounded. The captured vessels were fine schooners, measuring from 200 to

[1] Mr. Brand was at this time a master's mate passed eleven years, and while on a shooting excursion had been unfortunate in losing his left hand. His anxiety for promotion and zeal for the service, however, induced him to volunteer on this occasion, and, after much persuasion, he was permitted to go. While steering his boat, a musket-ball from one of the schooners passed through his remaining arm: Lieutenant Flint was wounded at the same time, and being unable to board, they remained in the boat, which, after the crew had quitted her, went adrift. The amputation of Mr. Brand's right arm was rendered necessary. This brave officer was immediately promoted by the commander-in-chief, and his acting order dated back prior to the time of the action, from which circumstance Mr. Brand appeared in the official letter as a lieutenant, and was pensioned accordingly. Lieutenant Brand died in 1816.

MILE END

Hookham Sc.

225 tons each ; and two, under the names of Shelburne and Musquedobit, were added as 14-gun schooners to the British navy.

On the 24th of February, the United States 20-gun corvette Hornet (eighteen 32-pounder carronades and two long twelves), Captain James Lawrence, discovered the British 18-gun brig Espiègle, Commander John Taylor, at anchor off the bar of the Demerara river. At 3h. 30m. P.M., while beating round Cape Caroband to get at the Espiègle, the Hornet got sight of the 18-gun brig Peacock (sixteen 24-pounder carronades and two long sixes), Commander William Peake, which had only left the anchorage of the Espiègle at 10h. A.M. At 4h. 20m. P.M. the Peacock bore down upon the Hornet, and hoisted her colours ; and at 5h. the Hornet came round on the starboard tack and also hoisted her colours. At 5h. 25m., the corvette and brig, passing on opposite tacks, exchanged broadsides. The Peacock then wore round under the stern of the Hornet, and engaged her to leeward ; but, after receiving the Peacock's broadside, the Hornet bore up and ran her on board on the starboard quarter. In this position the Hornet kept up such a destructive fire, that, at 5h. 50m., having her commander killed, six feet water in her hold, and her hull and masts cut to pieces, the Peacock hoisted in her fore-rigging an ensign with the union downwards, as a signal of distress.[1] Shortly afterwards her mainmast went by the board. Both vessels were immediately anchored, and every exertion was used to save the Peacock ; but the efforts of both crews were unavailing, and in a few minutes she sank in five fathoms water, carrying with her thirteen men, only four of whom were rescued.

Of her crew of 110 men, the Peacock lost her commander and four seamen killed ; her master, one midshipman, the

[1] The Peacock had long been the admiration of her numerous visitors, for the tasteful arrangement of her deck, and had obtained in consequence the name of the yacht. The breechings of the carronades were lined [covered] with white canvass, the shot-lockers [shot-racks ?] shifted from their usual places, and nothing could exceed in brilliancy the polish upon the traversing bars and elevating screws. If carronades in general as mounted in the British service, are liable to turn in-board, or to upset, what must have been the state of the Peacock's carronades after the first broadside ?—*James.*

carpenter, captain's clerk, and twenty-nine men wounded. The Hornet received some trifling damage in her spars; and, out of 163 men and boys, had one man killed and two slightly wounded.[1]

On the 26th of February, in the morning, the 32-gun frigate Thames, Captain Charles Napier, and 36-gun frigate Furieuse, Captain William Mounsey, having on board the second battalion of the 10th foot, under Lieutenant-Colonel Coffin, entered the narrow channel leading to the harbour of the island of Ponza, on the coast of Naples, and after exchanging a few broadsides with the batteries, the frigates anchored close to the mole-head. A flag of truce was then held out by the governor, and the island on the same day surrendered to the arms of his Britannic majesty.

On the 18th of March, the boats of the Undaunted, Captain Thomas Ussher, proceeded to board a tartan, under the battery of Carri, near Marseilles. The boats were commanded by Lieutenant Aaron Tozer, assisted by acting Lieutenant Thomas Salkeld, the master, Robert Clennan, and Lieutenant of marines Harry Hunt. The party landed, destroyed the battery, and brought out the tartan in the face of a large body of troops strongly posted. Two men were killed and one wounded. On the 30th, the Undaunted being joined by the Volontaire, Captain the Honourable George G. Waldegrave (the senior officer), and 18-gun brig Redwing, Commander Sir John G. Sinclair, an attack was made upon a convoy in the harbour of Morgion, between Marseilles and Toulon. The expedition was commanded by Lieutenant Isaac Shaw, of the Volontaire, assisted by Lieutenant Dey Richard Syer, Lieutenants of marines William Burton and Hunt, and Christopher Wyvill, midshipman. On the 31st, in the morning, a landing was made at Sourion, where two batteries, garrisoned with forty troops, were taken, and the guns thrown into the sea or spiked. Lieutenant Dey Richard Syer captured eleven vessels and destroyed others.

[1] The following is the comparative force of the combatants, furnished by Mr. James :—

		HORNET.	PEACOCK.
Broadside guns	No.	10	9
	lbs.	297	192
Crew	No.	162	110
	Tons	460	386

On the 2nd of May, the Repulse, Captain Robert H. Moubray, having joined, despatched 100 marines under Captain Michael Ennis, along with the marines of the other ships, to destroy some newly-erected works near Morgion. The boats of the squadron were still under Lieutenant Shaw, and covered by the guns of the Redwing. The marines drove a body of French troops to the heights, and kept them in check while six laden vessels were secured, and the batteries, gun-carriages and a 13-inch mortar destroyed. Lieutenant Shaw and three men were wounded, and two men killed. Sir John Sinclair was promoted in June following, and Lieutenant Shaw in August; and the naval medal has been granted for the service.

On the 22nd of April, the 18-gun brig Weasel, Commander James Black, chased a convoy and ten heavy gunboats in the Bay of Boscalina. At 5h. 30m. A.M. the gun-boats anchored in line about a mile from the shore, and hoisted French colours. At 6h. the Weasel anchored within pistol-shot of them, and a furious cannonade began, which was kept up until 6h. 20m., when the gun-boats' cables were cut, and the vessels ran closer in, when they again opened their fire. The Weasel stood in after them and renewed the action, but was now exposed in addition to cannon and musketry from the shore. Before 10h. three of the boats had surrendered, two more were driven on shore, and one was sunk. The remainder were supported by four others, which took a position outside the brig, but from which they were soon driven, and, joining the remaining four, the whole retired under shelter of a neck of land, from whence they kept up a very destructive fire, with little intermission, until 6h. 30m. P.M. The brig was in consequence very much cut up, having her masts badly wounded, and her hull shot in several places. After dark, Captain Black sent a party in the boats and destroyed the gun-boats which had been driven on shore, together with eight sail of the convoy, bringing away their anchors, by means of which the Weasel, by daybreak next morning, was warped from her perilous situation. Commander Black was promoted for this action, and the naval medal has been awarded to the participators.

On the 28th of April, the boats of the Marlborough,

Maidstone, Dragon, Statira, Dolphin, Fantome, Mohawk, Highflyer, and Racer, under Commander John Lawrence, and Lieutenant George A. Westphal, and personally commanded by Rear-Admiral George Cockburn, effected a landing at French Town, on the Chesapeake. The expedition was accompanied by the Fantome and Mohawk, and three tenders. Attached to it were 150 marines under Captains Marmaduke Wybourn and Thomas Carter, and five artillerymen under Lieutenant F. David Robertson. The enemy's public stores were destroyed, but private property invariably respected. The place, though defended by a 6-gun battery and a large body of militia, fell an easy prey to the British. The expedition on its return from this service was fired at from Havre de Grace, a village on the west side of the Susquehana, and learning that a large foundry for cannon was established there, an attack was made on the night of the 2nd of May. The foundry was destroyed, together with five long 24-pounders mounted for its protection, twenty-eight long 32-pounders ready for use, and twelve other guns in the boring-house. Another division of boats destroyed five vessels and a large store of flour up the Susquehana. Lieutenant Westphal was promoted for this service, and all engaged in it are entitled to the naval medal.

In narrating the three preceding British and American frigate actions, enough has been shown to prove the disadvantages under which the British laboured. We have now to record the result of the meeting of two frigates of equal force; and one more gratifying to British feeling is not to be met with. In the month of March, the 18-pounder 38-gun frigates Shannon and Tenedos, Captains Philip Bowes Vere Broke and Hyde Parker, sailed from Halifax, on a cruise in Boston Bay, in search of some of the far-famed frigates; and on the 2nd of April these ships reconnoitred the harbour of Boston, in which the President and Congress were lying, ready for sea. These frigates were blockaded for some time by the Shannon and Tenedos; but the former, availing themselves of a continuance of foggy weather, eluded the vigilance of the British frigates, and put to sea.

There then remained in Boston two other frigates—the Constitution, undergoing extensive alterations, and the 18-pounder 38-gun frigate Chesapeake. Captain Broke, by

way of offering an inducement to the latter to come out and engage the Shannon, ordered the Tenedos to part company, and not to rejoin him until the 14th of June, by which time it was hoped that something would have been decided. The Shannon continued cruising alone in Boston Bay during the month of May, capturing and destroying all the vessels she fell in with, Captain Broke not choosing to weaken his crew by manning them. On the 29th of May the Shannon fell in with a privateer, from which she received an addition to her crew of twenty-two Irish labourers.

Having received no answer to several verbal messages, repeatedly sent to the captain of the Chesapeake, and being doubtful of their having been delivered, Captain Broke resolved upon such a course as could not fail of conveying his sentiments. He accordingly addressed the following letter to the Chesapeake's captain :—

"As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags. The Shannon mounts twenty-four guns upon her broadside and one light boat-gun ; 18-pounders upon her main deck, and 32-pounder carronades upon her quarter-deck and forecastle ; and is manned with a complement of 300 men and boys, besides thirty seamen, boys, and passengers, who were taken out of recaptured vessels lately. I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake, or that I depend only upon your personal ambition for your acceding to this invitation. We have both noble motives. You will feel it as a compliment, if I say that the result of our meeting may be the most grateful service I can render to my country ; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs in *even combats* that your little navy can now hope to console your country for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here."

The above letter was sent in by a discharged prisoner, but it is believed never to have reached the Chesapeake ; for shortly after it had been despatched, the Shannon stood close into Boston lighthouse, and hove to with colours flying ;

and at about thirty minutes past noon Captain Broke, while the crew were below at dinner, went himself to the masthead to watch the movements of the Chesapeake, and had the pleasure to see that ship sheet home her topgallant-sails, and make sail out of the harbour with a fair wind. At five minutes before 1h. P.M., Cape Ann bearing north-north-east, distant ten or twelve miles, the Shannon filled and stood off shore under her topsails; soon after which the Chesapeake, commanded by the best officer the American navy could boast—Captain James Lawrence, who had lately been successful in sinking the Peacock—rounded Boston lighthouse under all sail. The frigate was accompanied by a number of pleasure-boats containing parties desirous of witnessing the operation of "whipping a British frigate." The two frigates continued to stand out till 4h. 50m., when the Chesapeake took in her studding-sails and topgallant-sails, and sent down her royal-yards.

At 5h. 10m., Boston lighthouse bearing west, distant about eighteen miles, the Shannon rounded to under her topsails, topgallant-sails, jib, and spanker, with her head to the southward; and fifteen minutes afterwards the Chesapeake hauled up her foresail, and steered a direct course for the starboard quarter of the Shannon. Flags were displayed at the fore and mizen-mast heads and in the main rigging, which it was vainly hoped would have the effect of damping the ardour of the Shannon's crew. At the fore was a large white flag, bearing the motto, "SAILORS' RIGHTS AND FREE TRADE," and at the mizen, peak, and in the starboard main rigging, the stars and stripes were displayed in all the pomp imaginable. The Shannon afforded to this display a singular contrast. Her sides, for a length of time untouched by a paint-brush, appeared to much disadvantage when compared with the bright sides of the Chesapeake; and instead of being bedecked with flaunting ensigns, a small union-jack at the fore, a rusty old blue ensign at the gaff-end, and another on the main-stay, formed the only additions to her usual sea equipage. The good order which reigned within, however, was a matter of much more consequence than outside show.

At 5h. 40m. the Chesapeake gallantly luffed to upon the Shannon's starboard and weather quarter, with her main-

topsail to the mast, at the distance of about fifty yards, her crew giving three cheers. The Shannon's guns were loaded in the following manner :—the aftermost gun on the main deck contained two round shot and a keg of 150 musket-balls ; the next gun, one round and one double-headed shot, and so on alternately with every gun on the main deck. The captain of the fourteenth gun on the main deck, William Mindham, received orders to fire as soon as his gun would bear upon the Chesapeake's second port from forward ; and this order he implicitly obeyed. At 5h. 50m. the gun was fired, and the shot was observed to take effect within a trifle of the spot pointed out. Every gun upon the broadside was fired with equal correctness of aim. The Chesapeake returned the fire, but with much less effect. At 5h. 53m. the Chesapeake, from the way through the water she had previously acquired, gradually forged ahead of the Shannon, and to prevent this luffed up a little. At this moment her jib-sheet and fore-topsail-tie being cut by shot, the Chesapeake flew up in the wind, and immediately became exposed to a most galling fire. The battle was from this moment decided.

Captain Broke observing some indications of a meditated escape, at a little before 6h. ordered the Shannon's helm a-lee, to grapple with and board the Chesapeake ; but immediately afterwards, seeing that the latter had stern way, and that she was paying round off, he ordered the helm hard a-starboard, and the mizen-topsail to be shivered. This was scarcely done when the Chesapeake fell foul of the Shannon, her larboard quarter abreast the gangway of her antagonist. She then forged ahead a little ; but the spare anchor of the Shannon entering the Chesapeake's after-port on the quarter-deck, held her fast. Captain Broke immediately ran forward, and, finding that the Americans were quitting their guns, ordered the ships to be lashed together, and the boarders to be called. While zealously endeavouring to perform the first order, Mr. Stevens, the boatswain, received some severe sabre-cuts, and was mortally wounded by musketry ; and Mr. Samwell, the forecastle mate, was also mortally wounded. At two minutes past 6h., Captain Broke, at the head of not more than twenty men, stepped from the rail of the waist-hammock netting to the muzzle of the

after-carronade of the Chesapeake, and sprang from thence upon her quarter-deck. Here neither officer nor man was visible. Some twenty or thirty men, assembled in her gangways, made a slight resistance, but fled forward upon the approach of the British. They were pursued with eagerness, but so great was the panic which had seized the Americans, that they tumbled over one another in endeavouring to descend the fore-ladders, and some, it is believed, fled over the bows, and either crept in at the bow-ports, or fell overboard in the attempt. The remainder laid down their arms. Captain Broke was quickly followed by Lieutenants G. T. L. Watt and Charles Leslie Falkiner, and the main-deck boarders. The former was shot through the foot from the Chesapeake's mizen-top, as he was in the act of boarding. Lieutenant John Law, with further reinforcements, followed; and an attempt on the part of the Americans to regain the quarter-deck failed.

A destructive fire was, however, still kept up from the main and mizen tops of the Chesapeake; and this gave rise to an act of great bravery on the part of William Smith, midshipman, who was stationed in the Shannon's fore-top. This gallant officer, a very powerful young man, passing along the fore-yard, succeeded, at the head of his five men, in boarding the Chesapeake's main-top, and quickly killed or drove below every man of the party. The mizen-top was also cleared by Hugh Cosnahan, the midshipman stationed in the Shannon's main-top.

In the meanwhile occasional fighting was carried on upon deck; but those on the forecastle having submitted, Captain Broke sent most of his party aft, where some opposition was still continued. About a minute or so before Mr. Smith's successful exploit, Captain Broke was in the act of giving orders to silence the fire from the enemy's tops, when the sentry, who had been placed in charge of the men that had surrendered, called out loudly to the captain, who, on turning round, found himself attacked by three Americans. Finding they were superior in number to the British, these men had resumed their arms; and as Captain Broke turned round, he parried the pike presented by the middle one of the three with his sword, and wounded him in the face, but at the same instant received a violent blow from the butt

end of a musket, which bared his skull, and nearly stunned him. The third man cut at the captain with a sabre, and brought him down; and in a few seconds he must have been killed, when William Mindham, who has already been mentioned, with a blow from his cutlass, felled the man to the deck. Two or three of the British were also killed or wounded by the Americans who had previously accepted quarter; and it cannot cause surprise if all concerned in the proceeding fell before the indignant Britons who rushed to their captain's rescue.

While Captain Broke was having his head tied up with a handkerchief, Mindham, looking aft, pointed to the exchange of colours, which denoted the Chesapeake's surrender. This, however, was attended with a very unfortunate loss. Lieutenant Watt having procured an English ensign from the Shannon, after hauling down the American flag, bent both on to the halyards, intending to hoist the British above the American; but the halyards being foul, the American flag became the uppermost. This was instantly perceived from the Shannon's quarter-deck; and as the two ships had separated a little, owing to the quarter-gallery of the Chesapeake having given way, the idea that the British had been unsuccessful occurred, and the firing recommenced. The mistake in the flags being discovered almost immediately, was of course rectified, and the Shannon's firing ceased, but not until Lieutenant Watt and four or five of his men were killed.

The Americans had now entirely fled to the lower deck; but, opening a fire from thence, a British marine was killed, upon which Lieutenant Falkiner ordered a few muskets to be fired amongst them, and all further opposition ceased. Captain Broke soon afterwards fainted from loss of blood, and was conveyed on board the Shannon in the jolly-boat. The short space of eleven minutes only had elapsed between firing the first gun and the boarding; and in four minutes more the Chesapeake was the Shannon's prize.

The damages of the Shannon were trifling. A few shot had struck and passed through her hull, and her lower masts and shrouds were badly wounded, and much cut. Out of 306 men and twenty-four boys, her loss was as follows:—Lieutenant George Topham Lawrye Watt, George Aldham,

purser, John Dunn, clerk, seventeen seamen and boys, and four marines killed; Captain Broke (severely), the boatswain (mortally), John Samwell, master's mate, and fifty-six men wounded. Total: twenty-four killed and fifty-nine wounded. The Chesapeake, in her short action, had received much damage; two of her main-deck guns and one on the quarter-deck were disabled, and much injury had been done to the slides and carriages of others: her three lower masts were badly wounded, and the standing rigging was much cut. Her loss in killed and wounded was very severe: her fourth lieutenant, master, one lieutenant of marines, three midshipmen, and forty-one men were killed; and Captain Lawrence and his first lieutenant (both mortally), second and third lieutenants, chaplain, five midshipmen, boatswain (mortally), and ninety-five men wounded. Total: forty-seven killed and 106 wounded, fourteen mortally. The above does not include the slightly wounded; and the Chesapeake's surgeon, in a letter written at Halifax, estimated the killed and wounded at from 160 to 170.[1]

A few remarks only in reference to this brilliant action are necessary. The crew of the Shannon had been five years together, commanded by the same captain, and it is only doing them justice to say that they were a gallant and well-disciplined ship's company; but the majority of the crew of the Chesapeake had also been together for two years and upwards, and in point of bone and muscle were as fine a set of men as the United States could furnish. Eleven-twelfths were Americans; so that a fairer opportunity for trying their strength could not have been desired. James, after most diligently investigating the armament of the two frigates, thus sums up the comparative force of the combatants:—

		SHANNON.	CHESAPEAKE.
Broadside guns ..	No.	25	25
	lbs.	538	590
Crew (men only)..	No.	306	376
Size	Tons ..	1,066	1,135

Proving without a doubt that whatever superiority in point of force existed, was entirely in favour of the Americans.

[1] Some six or eight months antecedent to this battle a song was pub-

The Chesapeake, in charge of the Shannon's third lieutenant, Falkiner, having effected the necessary repairs, in company with her captor proceeded to Halifax, where both arrived on the 6th of June. They were received with the heartfelt congratulations and loud cheers of the inhabitants and crews of the ships lying in the harbour. Captain Lawrence, in praise of whose bravery too much cannot be said, died two days previously of his wounds, and Captain Broke, in the most precarious state, was removed to the house of Captain the Honourable Philip Wodehouse, the commissioner. Lieutenants Provo William Parry Wallis and Charles Leslie Falkiner were both promoted to the rank of commander; and the following officers were highly commended in the official letter: viz. Henry G. Etough, acting master, Lieutenants of marines James Johns and John Law, and William Smith, Hugh Cosnahan, John Samwell, Henry Martin Leake, Douglas Clavering, George Raymond, and David Littlejohn, midshipmen; Mr. Aldham, purser, and Mr. Dunn, clerk, which two latter were killed at the head of the small-arm men. The acting master and Mr. Smith were in consequence promoted to be lieutenants. Mr. Cosnahan had been promoted on the 25th of March previous to the action. The Chesapeake's late captain was buried at Halifax with all the honours which could be paid him, and was followed to the grave by all the naval captains in the port. Captain Broke was raised to the dignity of a baronetcy, and presented with the gold medal. The naval medal has been recently awarded to the participators.

On the 12th of June, the boats of the 32-gun frigate Narcissus, Captain John R. Lumley, under the command of Lieutenant John Cririe, with Lieutenant of marines Patrick Savage, were sent up York River in the Chesapeake, to attack the United States schooner Surveyor, mounting six 12-pounder carronades, but having on board only sixteen men. The vessel was boarded and carried in the face of

lished in the *Naval Chronicle*, vol. xxviii. page 422, which contained the following prophetic verse:—

"And as the war they did provoke,
We'll pay them with our cannon:
The first to do it will be *Broke*,
In the gallant ship the *Shannon*."

a severe fire of musketry; but in obtaining this victory the British had three men killed and six wounded. The defence of the American vessel was so gallant, that Lieutenant Crirrie returned the American captain his sword, paying him many compliments.

On the 12th of June, at daylight, Captain Hoste, in the Bacchante, having discovered a convoy under the town of Gela Nova, on the coast of Abruzza, despatched the boats under Lieutenants Silas T. Hood, Frank Gostling, and Edward Webb (acting), Lieutenants of marines Charles Holmes and William Haig, and William L. Rees, James Rowe, Thomas E. Hoste, Thomas Farewell, Honourable W. Waldegrave, Thomas W. Langton, James McKean, and Samuel Richardson. The enemy's force consisted of seven gun-boats, mounting each one long 18-pounder, three carrying each a 4-pounder, and fourteen sail of merchant vessels, mostly armed; besides which the shore was lined by troops, having two field-pieces. As the boats advanced, they were exposed to a heavy fire of grape and musketry; but the gun-boats were boarded in the most gallant manner, and the marines having landed, drove the troops from the beach, and captured the two field-pieces, which they destroyed. The British loss on this occasion amounted to two seamen and one marine killed, and five seamen and one marine wounded.

On the 23rd of June, the boats of the 32-gun frigate Castor, Captain Charles Dilkes, under Lieutenants Bassett Jones Loveless and Edwyn Francis Stanhope, boarded and brought out from under the protection of a strong fort on the coast of Catalonia the French privateer Fortune. The privateer mounted two guns and two swivels, and had a crew forty-eight in number. The loss in the Castor's boats amounted to four killed and nine wounded.

On the 11th of July, the 18-gun brigs Contest and Mohawk, Commanders James Rattray and the Honourable Henry D. Byng, chased the United States schooners Scorpion and Asp, at the entrance of the Yeocomico River, and having anchored off the bar, a boat from each brig was sent to attack them, under Lieutenants Roger C. Curry and William Hutchinson, in which were also George Money, John Bradford, and Caleb E. Tozer, midshipmen. After a row of four miles, the boats boarded the Asp, mounting

one long 18-pounder, two 18-pounder carronades, and swivels, hauled close to the beach, where she was protected by a large body of militia. After a vigorous resistance, in which the British had two men killed, and Lieutenant Curry and five men wounded, the vessel was carried. The American lieutenant was killed, and nine of his crew, of twenty-five men, were either killed or wounded.

On the 12th of July a landing was effected at Ocracoke. The expedition was commanded in chief by Captain Ross, of the Albion. One division consisted of fast-rowing boats, under Lieutenant George A. Westphal. Captain David Paterson, of the Fox, commanded the flat and heavier boats, and Commander Henry L. Baker, of the Conflict, the armed tenders and small vessels. On rounding a point of the bay, a brig and schooner opened fire, upon which Lieutenant Westphal's division, covered by rockets, fired under the direction of Captain Russel, R.A., attacked and captured them. The prizes were the Anaconda brig, of eighteen long 9-pounders, and a letter of marque schooner mounting ten guns. The Anaconda was commissioned, and the command of her given to her gallant captor, whose commander's commission was dated four days previous to the capture.

On the 29th of July, the 18-gun corvette Martin, Commander Humphrey F. Senhouse, having grounded on Crow's Shoal, Delaware Bay, was attacked by ten heavily-armed American gun-boats. Finding the carronades would not reach the enemy, Captain Senhouse, though despairing of saving his vessel, resorted to the expedient of mounting the two long nines on the top-gallant forecastle and poop, with which he succeeded in keeping the enemy at bay for nearly two hours. At 2h. P.M., the boats of the Junon having arrived to her assistance, they, with the Martin's boats, under the command of Lieutenant Philip Westphal, proceeded to the attack of the gun-boats; and, although warmly received, succeeded in boarding and capturing one of them, but not without sustaining the loss of three men killed and four wounded. The remaining vessels, though of a very powerful description, made off and re-entered the river. The above action was witnessed by hundreds of American citizens, to whom it must have been a mortifying sight.

On the 5th of August, the 14-gun schooner Dominica, Lieutenant George W. Barretté, having under convoy the Princess Charlotte packet, when off the southern coast of the United States, fell in with the Franco-American privateer schooner Decatur, mounting six 12-pounder carronades and one long 18-pounder on a pivot carriage, commanded by the notorious Dominique Diron.

The Decatur, after cannonading with her long gun, gradually closed from to windward, and made two ineffectual attempts to board. At length the Decatur ran her jib-boom through the Dominica's main-sail, when the French crew boarded. The British, overpowered by numbers, but having made a desperate resistance, in which Lieutenant Barretté was killed, surrendered. Out of fifty-seven men and nine boys, the Dominica had her commander, Isaac Sacker, master, David Brown, purser, William Archer and William Parry, midshipmen, and thirteen seamen and boys killed, and forty-seven wounded, being only one short of the whole number on board. The Decatur commenced the action with 120 men, of whom four were killed and fifteen wounded. The packet remained perfectly neutral during the action, and when it was over tacked and stood to the southward.

The Americans, unable to contend with the squadrons of Great Britain on the ocean, endeavoured to harass the Canadas by a naval force on the Lakes Ontario, Erie, and Huron, where the British force was small, ill manned and inefficiently commanded. In October, 1812, the command of the United States squadron on the lakes was given to Commodore Isaac Chauncey. The squadron then comprised six large schooners, together mounting forty-eight long guns, including several 24 and 32-pounders, and was manned with 500 American seamen. By the month of April, 1813, this squadron was increased to ten vessels, with which Commodore Chauncey sailed to York, where a ship building for the British was burnt by the Canadians to prevent her falling into the enemy's hands. Matters were in this state, when, in May, Captain Sir James Lucas Yeo, who had been appointed to command the squadron on the Lakes, arrived at Quebec, having with him four commanders, eight lieutenants, twenty-four midshipmen, and 450 picked seamen, who had

been sent out by the British government. Sir James and his party were not long in reaching the scene of his future command, and in less than a month succeeded in getting ready for service two small ships, one brig, three schooners, and some gun-boats; and after some unnecessary delay, caused by Lieutenant-General Sir George Prevost, a landing was effected at Sackett's Harbour on the 29th of May, where one ship was burnt on the stocks, and where much more would have been effected had not Sir George recalled the troops at the time when success was in their grasp.

The British squadron, in June, was composed of the following ships: Wolfe, twenty-three guns and 200 men; Royal George, twenty-one guns and 175 men; 14-gun brig Melville, 100 men; 14-gun schooner Moira, 12-gun schooner Sidney Smith, 8-gun schooner Beresford, and a few gun-boats; making a total of six sail, mounting ninety-two guns, of which two were long 24-pounders, thirteen long 18-pounders, five long 12 and 9-pounders, and seventy-two carronades of various calibres, six being 68-pounders; and the total of their crews 717, including officers. The American force, on the other hand, was as follows: fourteen vessels (one of which, the General Pike, was a ship of 850 tons, and heavily armed), mounting 114 heavy long guns, and 32 and 24-pounder carronades; and most, if not all, the guns on the upper decks of the vessels were on pivot carriages, which rendered them available on both broadsides. This squadron, still commanded by Commodore Chauncey, was manned with 1,190 officers and men.

On the 8th of August, while the American flotilla lay at anchor off Niagara, on Lake Ontario, the British squadron hove in sight. Commodore Chauncey immediately weighed and stood out with his vessels formed in line of battle. Light winds prevented Sir James Yeo from closing during that day, and in the night a heavy squall came on, by which two American schooners were upset, and their crews perished. On the 9th the squadrons manœuvred in sight of each other, but nothing decisive occurred. On the 10th, in the evening, a fine breeze springing up, Sir James Yeo bore up to the attack. Just, however, as the Wolfe was within shot of the General Pike and Madison, the Americans bore up, and made sail for Niagara, leaving the schooners Julia

and Growler, each armed with a long 12-pounder on a pivot, and manned with crews of forty men, to be captured by the British. Sir James Yeo, with his prizes, returned to Kingston.

On the 12th of August, at 6h. 30m. A.M., the 18-gun brig Pelican, Commander John Fordyce Maples, anchored in Cork harbour; but gaining intelligence that an American brig of war had been committing depredations in St. George's Channel, the Pelican immediately weighed, and, in the teeth of a strong breeze and heavy sea, worked out of the harbour and proceeded in quest of the enemy. On the 13th, at 7h. 30m. P.M., while running to the eastward with the wind from north-west, a large brig was discovered, and near her a vessel burning. All sail was instantly made in chase, but during the night the stranger was lost sight of. On the 14th, at 4h. 45m. A.M., the same brig was seen making sail from the ship still burning, which vessel proved to be the United States 20-gun brig Argus, Captain William Henry Allen. The Pelican bore up under a press of sail for the Argus, and at 4h. 30m. A.M., the latter, finding it impossible to secure the weather gage, shortened sail, St. David's light-house bearing east, distant about five leagues. At 6h. A.M. the Argus wore and fired her larboard broadside, within grape distance. The Pelican returned this fire with her starboard guns, by which, in a few minutes, the main braces, main and spring stays, gaff, and main-trysail-mast of the Argus were shot away, and Captain Allen severely wounded. At 6h. 14m. the Pelican bore up with the intention of passing astern of her antagonist; but the latter throwing all aback, frustrated the manœuvre, and ineffectually raked the Pelican. At 6h. 18m., having shot away her main-topsail-tie and preventor braces, the Pelican bore up under her stern, raking her, and then ranged up on her starboard quarter. The Argus, by this vigorous and well-directed fire, soon had her wheel ropes shot away, and became unmanageable, when she again exposed her stern to the broadside of the Pelican. The latter shortly afterwards ranged ahead, and placed herself on the Argus's starboard bow. The two brigs having fallen foul, William Young, master's mate, at 6h. 45m., heading the Pelican's boarders, sprang on the forecastle of the Argus. A shot from the foretop mortally wounded

Mr. Young almost as soon as he stepped on the deck; but the party he had so gallantly led soon gained complete possession of the vessel.

The Pelican's damages were trifling. Two carronades were dismounted; and out of a crew of 101 men and twelve boys, Mr. Young and one seaman were killed, and five wounded. The Argus was much struck by shot in her hull, and several guns were disabled. She commenced the action with 122 men and three boys, of whom six were killed, and her commander[1] and seventeen men wounded. The advantage was on the side of the Pelican. The Argus mounted eighteen 24-pounder carronades, and two long twelves; and the Pelican the usual armament of her class — sixteen 32-pounder carronades and two long 9-pounders; notwithstanding which, however, the action was so ably conducted, that its result reflected the highest credit on Captain Maples, his officers and crew, while no disgrace attached to the vanquished. Captain Maples, who received his promotion on the 23rd of the same month, honourably mentioned the first lieutenant, Thomas Welsh, acting master, William Glanville, purser, William Ingram, and the boatswain, Richard Scott. The naval medal has been awarded for this action.

On the 5th of September, as the 14-gun brig Boxer, Commander Samuel Blyth, was lying at anchor off Penguin Point, near Portland, in the United States, the American 16-gun brig Enterprise, Lieutenant William Burrows, was discovered in the south-east. At 7h. 30m. the Boxer weighed, leaving her surgeon and two midshipmen on shore, and made sail towards the stranger. At 11h. 30m. a breeze springing up from the southward gave the Enterprise the weather gage; and at 2h. 30m. P.M., the latter having ascertained her superiority of sailing on a wind, bore up for the British brig, displaying at the same time three American ensigns, and firing a shot of defiance. At 3h. 15m., the Boxer, being on the starboard tack, fired her broadside, and received the fire from the larboard guns of the Enterprise, when within half pistol-shot. Captain Blyth was killed by the first broadside, and the command devolved on Lieutenant

[1] After suffering amputation of the left thigh, the gallant commander of the Argus died on the 18th of August, at Mill Prison Hospital, and was buried with military honours at Plymouth.

David McCreery. About the same time Lieutenant Burrows, of the Enterprise, was mortally wounded by a musket-ball, and Lieutenant McCall succeeded to the command. The American brig sailed much better than the Boxer, of which circumstance advantage was taken by choosing her own position, by which means the latter was soon reduced to an unmanageable state; and after pouring in most destructive raking broadsides, Lieutenant McCreery, finding further opposition useless, ordered the colours to be hauled down. Out of a crew of sixty men and six boys, with which she commenced the action, the Boxer had her commander and three men killed, and seventeen wounded; and the Enterprise, out of 120 men and three boys, had one man killed; her commander and one midshipman (mortally), and eleven men wounded. The two vessels were much disproportioned in every way; the Boxer measured 181, and the Enterprise 245 tons. The one was a fine roomy vessel, well manned and equipped, the Boxer a mere gun-brig, unfit for any other purpose than to protect a convoy of coasters from the attack of a French lugger. The result, therefore, cannot cause any surprise.

On the 9th of September, at 3h. P.M., the 8-gun schooner Alphea, Lieutenant Thomas William Jones, discovered and chased the French 14-gun privateer schooner Renard. On the 10th, at 1h. A.M., the Alphea closed with the enemy, and commenced a close action, which was maintained with great vigour on both sides. Owing to the calm and heavy swell, the Alphea dropped under the bows of the Renard, the crew of which made several attempts to board, but were repulsed on each occasion, the Alphea meanwhile keeping up a very destructive fire, which swept her opponent's deck. The schooners at length separated, and the cannonade was kept up as before until 3h. 30m., when the Alphea blew up with all her crew, originally consisting of forty-one men and boys, none of whom were saved. The Renard, out of a crew of fifty, had five men killed, and her commander and thirty-one wounded.

Acting Commander Robert Heriot Barclay, one of the officers that had accompanied Sir James Yeo from England, in the month of May, accepted the command of the flotilla on Lake Erie, which appointment had been declined by Commander William H. Mulcaster, on the ground of the

bad state of the vessels. The flotilla consisted of only five small vessels, wretchedly manned; but Commodore Barclay, with a few rejected seamen, proceeded to Amherstburg, where a ship had been commenced building, to mount eighteen guns. To the weak measures of the commander-in-chief of the land forces were chiefly attributable the successes of the enemy. The latter had been suffered to build vessels and equip them for service without interruption; and consequently, the commodore found his paltry ill-manned squadron opposed to three fine brigs, each of about 450 tons, six large schooners, and a sloop. All these mounted heavy long guns, fitted on pivot carriages, to fire over all, a method particularly eligible for vessels of their description.

On the 9th of September, the British squadron consisted of the Detroit (the ship already named as laid down), of nineteen guns (of four different calibres, taken out of Fort Amherstburg), bearing the commodore's pendant; Queen Charlotte ship, of sixteen 24-pounder carronades, and two long nines; brig Hunter, schooners Chippeway and Lady Prevost, and sloop Little Belt. The following is a statement of the force of the two squadrons:—

BRITISH.	No.	Total.
Long 24-pounders	2	
„ 18 „ on pivot	1	
„ 12 „ 2 ditto	8	
„ 9 „ ditto	12	
„ 6 „	8	
„ 4 „	2	
„ 2 „	2	
	—	35
Carronades. 24 „	15	
„ 18 „	1	
„ 12 „	12	
	—	28
	—	
Total.....		53
Add for pivot guns		15
	—	
Total.....		68
	—	

AMERICAN.	No.	Total.
Long 32-pdrs. on pivots	3	
„ 24 „	4	
„ 12 „ 4 ditto ..	8	
	—	15
Carronades. 32 „ 2 ditto ..	38	
„ 24 „ ditto ..	1	
	—	39
	—	
		54
Add for pivot guns		10
	—	
Total.....		64
	—	

	BRITISH.	AMERICAN.
Broadside force .. No.	34	32
Broadside force .. lbs.	459	880

A twofold disparity is here shown in weight of metal, but in other respects the British vessels laboured under a still greater disadvantage; their equipment was most wretched—the guns on board the Detroit were in such a state, that it was necessary to fire a pistol at the touch-hole to discharge them! The crews of the flotilla amounted only to 370 men, as follows:—eighty Canadians, 240 soldiers, and fifty seamen! Commodore Perry's squadron, on the other hand, was manned by nearly 600 picked seamen.

Want of provisions and stores of every description rendered it absolutely necessary for Commodore Barclay to quit Amherstburg, and offer battle to an enemy with whose force he was pretty well acquainted; and the flotilla accordingly got underway. On the 10th of September, soon after daylight, the American squadron was discovered at anchor in Put-in Bay, when the latter weighed, and stood out to meet the British. At 10h. A.M., the wind having changed to south-east, the British were to leeward, formed thus:—

Schooner ..	Chippeway.....	Master's mate John Campbell
Ship	Detroit	Commodore Robert H. Barclay
,, ...	Queen Charlotte	Commander Robert Finnis
Brig	Hunter	Lieutenant George Bignell
Schooner ..	Lady Prevost....	,, Edward W. Buchan
Sloop	Little Belt	

At 11h. 45m. the Detroit commenced action with the Lawrence, Commodore Perry, supported by the schooners Ariel and Scorpion, and, after an engagement of two hours' duration, the Lawrence had received so much damage that Commodore Perry quitted her, and she struck her colours. The Detroit, however, had but one boat, which was much damaged and useless; and the Lawrence, not being taken possession of, dropped astern out of gun-shot, and rehoisted her colours. The Queen Charlotte in the mean time was engaged by the Niagara, also supported by two schooners, but at long-shot distance, where the carronades of the British ship were wholly ineffective. In a short time Captain Finnis was killed, and Lieutenant John Stokes, his successor, severely wounded by a splinter. Provincial Lieutenant Irvine, a young officer of spirit, but without any experience in naval warfare, being incompetent to take the command, the Queen Charlotte's colours were hauled down.

Commodore Perry, after quitting the Lawrence, repaired on board the Niagara, and, bearing down with this fresh vessel, took a raking position athwart the bows of the disabled Detroit. Commodore Barclay, who had previously lost an arm in the service, being severely wounded, and Lieutenant John Garland mortally wounded, the command devolved on Lieutenant George Inglis, who fought the ship in a most gallant manner, and until further resistance would only have been a wanton sacrifice of the brave men under his command, when the colours of the Detroit were hauled down. The Hunter and Lady Prevost surrendered at about the same time; and the Chippeway and Little Belt were soon afterwards overtaken and captured. The British loss amounted to Captain Finnis, Lieutenant Garland, Lieutenant (41st Newfoundland regiment) Samuel Gardner, and thirty-eight men killed; and Commodore Barclay (in his remaining arm), Lieutenants Stoke, Buchan, and Francis Roulette, John M. Hoffmeister, purser, who gallantly volunteered his services on deck (with the loss of a leg), John Campbell and Henry Gateshill, master's mates, James Foster, midshipman, and eighty-five wounded. The American loss was reported by Commodore Perry at twenty-seven killed and ninety-six wounded, the principal part of which occurred on board the Lawrence. The Americans lauded the victory of Commodore Perry in the most absurd degree; the facts given, however, are indisputable. Rear-Admiral Edward J. Foote, president of the court-martial which assembled to try Commodore Barclay and his officers and crews for the loss of the Lake Erie flotilla, passed a very handsome compliment on their gallantry and great exertions, attributing their failure to the defectiveness of the vessels and want of seamen to man them. The commodore was confirmed in his rank of commander on the 19th of November following, but did not obtain post rank until 1824.

On the 16th of September, at daylight, the 18-gun brig Swallow, Commander Edward R. Sibly, being well in shore between the mouth of the Tiber and D'Anzo, a brig and xebeck were discovered off the latter harbour. Three of the Swallow's boats were despatched in pursuit, under the orders of Lieutenant Samuel E. Cook, assisted by Master's mate Thomas Cole, and Henry Thomas, midshipman, and after

a two hours' chase overtook, close to D'Anzo, the brig, which was the Guerrière, of four guns. Notwithstanding the assistance rendered to the latter by numerous boats from the shore, and two gun-vessels which had taken the brig in tow, Lieutenant Cook and his gallant party boarded and carried her; but not without sustaining a loss of two men killed, and four severely wounded.

At daylight on the 13th of October, the 12-gun schooner Telegraph, Lieutenant Timothy Scriven, being off the entrance of Bayonne River, discovered the French 16-gun brig Flibustier, becalmed under the land. At this time the 16-gun brig Challenger and gun-brig Constant were six or eight miles distant in the offing. Favoured by a light breeze, the Telegraph approached the Flibustier, which had anchored under the distant protection of a battery. At 6h. 45m. P.M. the Telegraph opened fire from a raking position ahead, which was returned by the brig with such guns as could be brought to bear. At 7h., finding that the two brigs in the offing were rapidly approaching, the commander of the Flibustier set her on fire, and the crew took to the boats. The brig blew up at 8h. 10m. The Telegraph met with no loss. Lieutenant Scriven was promoted to the rank of commander, and continued in command of the Telegraph.

On the 14th of October, Captain William Mounsey, in the 36-gun frigate Furieuse, observed in the fort of Marinello, about six miles from Civita-Vecchia, a convoy of nineteen vessels, protected by two gun-boats, a fort of two guns, a fortified tower, and a castle. A division of seamen and marines, under Lieutenants Walter Croker and William Lester, and Lieutenants of marines James Whylock and William Davis, landed and stormed the fort on the land side. The Furieuse attacked the battery, which was speedily destroyed; but the French troops having retreated to the castle, kept up a galling fire of musketry from loop-holes, notwithstanding which sixteen vessels were captured, two of which were sunk, but the remaining fourteen, deeply laden, were brought out. On the part of the British, two men were killed and ten wounded.

On the 18th of October, the 18-gun brig Scylla, Commander Colin Macdonald, in latitude 47° 30′ north, longitude 9° 18′ west, fell in with the Franco-Batavian 40-gun frigate

Weser, Captain Cantz Laar, which, in a heavy gale of wind off the Western Isles, had a few days previously lost her main and mizen-masts. After hailing her several times, the Scylla received a broadside from the frigate, upon which she made sail ahead, the boisterous state of the weather rendering an attack difficult. On the 19th, the 18-gun brig Royalist, Commander J. J. Gordon Bremer, joined company and engaged the Weser, but without effect; these two brigs, however, continued to harass the enemy until the 21st, when the 74-gun ship Rippon, Captain Sir Christopher Cole, joined company, upon which the Weser surrendered. The Scylla had two seamen wounded, and the Royalist two men killed, and her first lieutenant, James Waring, William Wilson, the master, and seven men wounded. The Weser lost four men in killed, and had fifteen wounded.

On the 21st, the Weser's consort, 40-gun frigate Trave, Captain Van Muren, also dismasted, was fallen in with by the 16-gun brig Achates, Commander Isaac H. Morrison, which gallantly engaged her; but finding the enemy too strong, the Achates hauled off, and in the night lost sight of her. On the 23rd, the Trave was overtaken and captured, after a short action, by the 36-gun frigate Andromache, Captain George Tobin. The loss on the part of the Trave amounted to one seaman killed, and her captain, three officers (one mortally), and twenty-four men wounded. Lieutenant Thomas Dickinson (first), of the Andromache, and one seaman were wounded, the former severely. The two prizes, being new frigates, were added to the British navy.

On the 9th of October, at 8h. 30m. A.M., the Thunder bomb, Commander Watkin O. Pell, on her way from Spithead to Woolwich, observing a large armed lugger to windward, hauled in for the land, in the hope of decoying her down. The stranger, which was the 16-gun lugger privateer Neptune, of Dunkerque, having on board a crew of sixty-five men, taking the Thunder for a merchant ship, bore up, and at 10h. 30m. P.M. hailed, and ordered the Thunder to heave to and surrender. The Neptune then put her helm up to lay the Thunder on board, and just as the latter had put her helm down and fired her four carronades and a volley of musketry, the lugger fell on board. A party of men instantly jumped on the privateer's deck, and, after

a short resistance, gained possession. The Thunder had only two men wounded, and the Neptune four killed and ten wounded. Commander Pell, in reward for this and a long series of gallant actions, was promoted on the 1st of November following. The naval medal is also granted for this capture.

On the 1st of November, the 16-gun brig Snap, Commander William B. Dashwood, being off St. Valery, fell in with five French luggers. At 9h. A M. the Snap bore up in chase of the two leewardmost, and, after ten minutes' action, captured the privateer Lion, of Boulogne, mounting sixteen guns, with a crew of sixty-nine men, four of whom were killed and six wounded. The Snap did not sustain any loss.

On the 5th of November a partial engagement took place off Cape Sepet, between the British squadron, under Vice-Admiral Sir Edward Pellew, and the French fleet of thirteen sail of the line, under Comte Emeriau. A change of wind at noon having separated five sail of the line and four frigates from the main body, an unsuccessful but gallant attempt was made to cut them off. The Caledonia, bearing Sir Edward Pellew's flag, received several shot in her hull, and had three seamen wounded; and the San Josef, Captain William Stewart, bearing Rear-Admiral Sir Richard King's flag, had four wounded, including Lieutenant of marines William Clarke, and William Cuppage, midshipman, each of whom lost a leg by the same shot. The Boyne and Scipion, Captains George Burlton and Henry Heathcote, had each one man wounded; the Pembroke, Captain James Brisbane, three men wounded; and the Pompée, two slightly burnt by accident. The French squadron was much damaged, and had seventeen men wounded.

On the 9th of November, the boats of the frigate Undaunted, Captain Thomas Ussher, commanded by Lieutenant Thomas Hastings, assisted by Lieutenant of marines Harry Hunt, and the boats of the Guadaloupe, under Lieutenant George Hurst, and Alexander Lewis, the master, landed at Port Nouvelle, and stormed and carried the batteries in a very gallant manner. Two vessels were captured and five destroyed, and this service was executed without any loss to the British.

On the 26th of November, off Cape Rousse, Corsica, the boats of the 74-gun ship Swiftsure, Captain Edward S. Dickson, under the orders of Lieutenant William Smith (4), were despatched in pursuit of the French privateer schooner Charlemagne, of eight guns and ninety-three men. The schooner was boarded in the face of a heavy fire, and carried, though not without the heavy loss of Joseph Douglas, midshipman, and four men killed; and Lieutenants Rose H. Fuller and John Harvey (the latter mortally), Lieutenant of marines James R. Thompson, — Field, midshipman, and eleven seamen wounded.

The officers and men employed in the squadron[1] co-operating with the army at the siege of St. Sebastian during the months of August and September, are entitled to the naval medal. The squadron was for the most part under the command of Sir George Ralph Collier.

[1] Ajax, Captain Robert W. Otway; Arrow, Com. J. J. Aplin; Andromache, Captain George Tobin; Beagle, Com. John Smith; Challenger, Com. Fred. Vernon; Constant, Lieut. J. Stokes; Dispatch, Com. Jas. Galloway; Freija, Com. W. I. Scott; Holly, Lieut. S. S. Treacher; Juniper, Lieut. N. Vassall; Lyra, Com. Robert Bloye; Magicienne, Captain Hon. W. Gordon; President, Captain Francis Mason; Révolutionnaire, Captain J. C. Woolcombe; Sparrow, Com. Jos. N. Taylor; Surveillante, Captain Sir George R. Collier. Those serving in the boats of such other ships present during the months of August and September, and employed on the inner line of sea blockade, are also entitled to the medal.

1814.

On the 2nd of January, after a series of skilful operations, to the success of which the naval force under Captain Arthur Farquhar importantly contributed, the fortress of Gluckstadt on the Elbe surrendered. The squadron employed consisted of the frigate Désirée, Captain Farquhar; sloops Shamrock, Blazer, and Hearty, Commanders John Marshall, John Banks, and James Rose, and gun-brigs Piercer and Redbreast, Lieutenants Joshua Kneeshaw and Sir George Keith. Commander Andrew P. Green was landed, in charge of the seamen's batteries; and, together with Lieutenants David Hanmer, John Henderson, Charles Haultain, John Archer, and Leigh S. Jack; Thomas Riches, mate, John Hallowes and George Richardson, midshipmen, was honourably mentioned for services during the siege. Commander Green was posted, and Lieutenants Kneeshaw, Haultain, and Sir George Keith, promoted. The naval medal is granted for the above service.

On the 5th of January, at 10h. A.M., being off the Cape de Verd Islands, the 18-pounder 38-gun frigates Niger and Tagus, Captains Peter Rainier and Philip Pipon, chased the French 40-gun frigate Cérès, Captain le Baron de Bougainville. At 11h. P.M. the Niger fired her bow guns, which, at 1h. 30m. A.M. on the 6th, the Cérès returned from her stern chasers. At 8h. 15m. the Cérès took in her studding sails, and hauled to the wind on the starboard tack, and soon afterwards the Tagus, having passed the Niger, arrived within gun-shot of the Cérès, and commenced firing. A running fight was maintained between the Tagus and Cérès until 9h. 30m., when the French frigate, having lost her main-topmast, and the Niger again arriving up to take part in the action, surrendered. No loss was sustained on either side, and only one man was wounded. The prize was added to the British navy by the name of Seine.

On the 5th of January, after ten days' cannonading, the

fortress of Cattaro, in the Adriatic, surrendered to the 38-gun frigate Bacchante, Captain William Hoste, and 18-gun brig Saracen, Commander John Harper. The British loss on this occasion was comparatively small; one seaman was killed, and Lieutenant of marines William Haig slightly wounded. Captain Hoste mentioned in terms of the warmest praise Lieutenants John Hancock, Charles R. Milbourne, and William L. Rees, Stephen Vale, master of the Bacchante, and Charles Bruce, midshipman.

On the 15th of January, the cutter of the 32-gun frigate Castor, Captain Charles Dilkes, commanded by Lieutenant Bassett Jones Loveless, boarded and captured the French privateer Heureux, mounting one long 12-pounder, with twenty-five men, moored close under the guns of Montjui, on the Catalonian coast. Lieutenant Loveless lost his left arm at the shoulder-joint on this occasion, and one man was also severely wounded.

On the 16th of January, at 7h. A.M., while cruising off the Canary Isles, the French 40-gun frigates Iphigénie and Alcmène, Captains Emeric and Villeneuve, fell in with the 74-gun ship Venerable, Captain James A. Worth (bearing the flag of Rear-Admiral Durham), 22-gun ship Cyane, Captain Thomas Forrest, and prize brig Jason, Lieutenant Thomas Moffat. The British ships immediately hauled to the wind in chase, and at 6h. 15m. P.M. the Venerable opened fire upon the Alcmène. Meditating a bold manœuvre, the frigate, putting her helm up, ran the Venerable on board, expecting to be seconded by her consort, in accordance with a preconcerted arrangement. The Iphigénie, however, hauled sharp up, leaving the Alcmène to her fate, when Captain Worth, at the head of a party, boarded, and at 6h. 30m. hauled down the French colours. The Alcmène, out of 319 men and boys, had thirty killed, and fifty officers and men wounded, including among the latter her captain. In the meanwhile the Cyane and Jason (the latter mounting two guns only) proceeded in chase of the Iphigénie, and at 10h. P.M. the brig, having outrun the Cyane, gallantly opened upon the frigate. At 12h. 45m. the Cyane commenced firing her bow-chasers, and continued to fire occasionally until 4h. 30m. A.M., when she dropped astern. The pursuit continued during the 17th, 18th, and 19th, and on

the 20th the Venerable was within two miles of the French frigate. At 8h. A.M., after a running fight, the Iphigénie fired her broadside, and struck her colours. Neither ship sustained any loss. The prizes were added to the British navy, under the names of Gloire and Dunira. The naval medal has been awarded to the Venerable and Cyane.

On the 18th of January, at 4h. A.M., in latitude 24° north, longitude 53° west, the French 40-gun frigates Etoile and Sultane, Captains Phillibert and Thuars, fell in with the 24-pounder 40-gun frigate Severn, Captain Joseph Nourse, steering nearly before the wind, in charge of a convoy from England. The Severn having ascertained that the strangers were enemies, made all sail away, ordering the convoy to disperse. At noon the Severn lost sight of the convoy, and commenced firing her stern guns. After pursuing the Severn till the morning of the 19th, the French frigates relinquished the chase, and proceeded to the Cape de Verds.

On the 23rd of January, at 9h. 55m. A.M., the 18-pounder 36-gun frigates Créole and Astrea, Captains George Charles Mackenzie and John Eveleigh, got sight of the mastheads of the frigates above named. Not finding their signals answered, the British ships, at 11h. 30m. A.M., wore and stood in for the anchorage. At noon the Etoile and Sultane weighed and made sail on the larboard tack (wind north-east), followed by the Créole and Astrea. Soon afterwards the latter, in a heavy squall, split her three topsails. At 1h. P.M. the Créole, which ship had for some time been firing her bow guns, ranged up on the starboard beam of the Sultane, and received the French ship's broadside. The Astrea also bearing up, passed under the stern of the Sultane, opened her fire, and then gallantly luffed up between the latter and the Créole. At 2h. 15m. P.M. the Astrea made sail, and stood on to engage the Etoile, then lying about half a mile ahead, with her mizen-topsail aback, leaving the Créole to engage the Sultane. At 2h. 30m. the mizen-mast of the Sultane was shot away, and the action continued between these two ships until 3h. P.M., when the Créole, having her masts badly wounded, and standing and running rigging much cut, put her helm up and quitted the contest.

At 2h. 30m. the Astrea shot ahead of the Etoile, and, luffing across her bows, raked her; but at this moment the

Astrea having her wheel shot away, payed round off. The Etoile then wore and passed close astern of the Astrea, pouring in a destructive fire, cutting her rigging to pieces, and ripping up her decks. The two ships then became closely engaged yardarm and yardarm. Captain Eveleigh fell mortally wounded, and was carried below. Lieutenant John Bulford then succeeded to the command, and continued the action with great gallantry. At 3h. 10m., when the Créole had withdrawn from the contest in the manner already described, the Sultane made sail to the assistance of the Etoile, and at 3h. 30m. passed to leeward of, and raked the Astrea with great effect. The Sultane then bore up, soon after which her main-topmast went over the side. The Astrea and Etoile continued as before closely engaged, and at 2h. 50m. the mizen-mast of the former went by the board. Nothing saved the Astrea from capture but the forbearance of her enemies; for just as the victory was within reach, the Etoile bore up to rejoin her consort. The Astrea having partly refitted, stood towards St. Jago in search of the Créole, which, at about 6h. P.M., she joined in Port Praya Bay.

The Créole, out of 284 men and boys, had one master's mate, seven seamen, and two marines killed, and twenty-six wounded. The Astrea, besides her gallant captain, had eight men killed and thirty-seven wounded, four dangerously and eleven severely. The loss on board the French frigates amounted to forty killed and sixty wounded.

On the 2nd of February, at 8h. P.M., in latitude 36° 41′ north, longitude 22° 11′ west, the 56 (razeed 74) gun frigate Majestic, Captain John Hayes, chased the United States corvette Wasp. At daylight on the 3rd, when distant about four miles from the Wasp, four sail were seen, which proved to be the French 40-gun frigates Atalante and Terpsichore, and a Spanish 20-gun ship and merchant brig, their prizes. At 8h. 30m. A.M. Captain Hayes, being in doubt as to whether the strangers were American frigates, hauled to the wind on the larboard tack, but at 10h. bore up in chase. At 11h. 30m. the enemy formed in line ahead, with the prizes to windward; but at 11h. 45m. bore up under all sail, the prizes making off to the eastward. At 3h. P.M. the Majestic, going at the rate of ten knots, commenced firing her bow

guns, and after a running fight of nearly two hours' duration, the Terpsichore hauled down her colours. The wind in the meanwhile had increased so much, that the captain of the Terpsichore considered it dangerous to round the ship to. Having been repeatedly fired at, however, this was at length done; but it was with difficulty that part of the prisoners could be removed. The Atalante escaped. The Terpsichore, out of 320 men and boys, had three killed and six wounded, but the Majestic had no one injured. The armament of the Majestic was as follows:—main deck, twenty-eight long 32-pounders; upper deck, the same number of 42-pounder carronades.

On the 13th of February, a French squadron of three sail of the line and three frigates, under Rear-Admiral Kerjulien, was chased into Toulon by the British fleet, commanded by Vice-Admiral Sir Edward Pellew. The 98-gun ship Boyne, Captain George Burlton, closely followed by the Caledonia, Captain Algernon Lord Percy, bearing Sir Edward Pellew's flag, gallantly engaged the enemy, and in endeavouring to cut off the 74-gun ship Romulus, the Boyne was in great danger of getting on shore. After a very spirited action with the French ship, and being also fired at from numerous batteries, the Boyne and Caledonia were obliged to give up the pursuit. The Boyne's mizen-topsail-yard was shot away, and the ship much cut up in the hull and spars. George Terry, midshipman, and one seaman were killed; and — Saunders, midshipman, and thirty-nine men wounded. The Romulus had seventy killed and wounded, and the French frigate Adrienne eleven men wounded. Sir Edward Pellew, in his official letter, mentioned in the highest terms the gallant behaviour of Captain Burlton, in the Boyne, and at the same time handsomely noticed the zeal and ability of Lord Percy (now duke of Northumberland), his flag captain.

Since the early part of February, and during the month of March, the United States 32-gun frigate Essex, Captain David Porter, and the 20-gun armed ship Essex Junior (previously the Atlantic British whaler), were blockaded in Valparaiso by the 18-pounder 36-gun frigate Phœbe, Captain James Hillyar, and 24-gun ship Cherub, Captain Thomas Tudor Tucker. On the 28th of March, in a heavy squall, the Essex drove out to sea, when she was compelled to

engage the British ships, and after much clever manœuvring on both sides, in the course of which the American frigate endeavoured to run ashore, the Essex hauled down her colours and the numerous motto flags which had been displayed on the occasion. About forty of her crew escaped to the shore; many perished in the attempt, and others were preserved by the British boats. Specie to the amount of £11,000, taken out of the British packet Norton, had been removed to the shore some time previous to the capture of the Essex.

The Phœbe had her masts, sails, and rigging cut, and seven 32-pound shot had struck her near the water-line. Out of a crew of 300 men and boys, her first lieutenant (William Ingram) and three seamen were killed, and seven wounded. The Cherub also received damage to her sails and rigging, and her loss amounted to one marine killed, and Captain Tucker, severely, and two men slightly wounded. The Essex commenced the action with 265 men and boys, of whom twenty-four were killed, and forty-five wounded. The Phœbe measured 926 tons, and mounted the usual forty-two guns of her class; and the Cherub eighteen carronades, 32-pounders, on her main deck, and six 18-pounder carronades and two long sixes on her quarter-deck and forecastle. The Essex was of 807 tons, and mounted twenty-four 32-pounder carronades on the main deck, and sixteen 32-pounders and four long twelves on the quarter-deck and forecastle. Total: forty-six guns. Lieut. Charles Pearson, who, in charge of the Essex, and accompanied by the Phœbe, arrived at Plymouth on the 13th of November, was promoted to the rank of commander. The naval medal is granted for the capture of the two vessels.

On the 25th of February, in the forenoon, in latitude 47° 40′ north, longitude 9° 30′ west, the 38-gun frigate Eurotas, Captain John Phillimore, being on the larboard tack, close-hauled, bore up in chase of the French 40-gun frigate Clorinde. At 4h. P.M. the wind shifted from south-west to north-west, and fell considerably, but the Eurotas continued to gain in the chase, and having arrived within four miles of the Clorinde, the latter took in her studding-sails, and endeavoured to haul across the bows of the British ship, which hastened on the action. At 4h. 50m. the Eurotas

hoisted her colours, as did also the Clorinde. At 5h. the Eurotas, being on the weather quarter of the Clorinde, bore up and passed under her stern, and, after discharging the larboard broadside, luffed alongside her antagonist. The action lasted with great fury for about twenty minutes, when the Eurotas having fore-reached upon her opponent, her mizen-mast was shot away by the board, and nearly at the same time the fore-topmast of the Clorinde came down. At 6h. 20m., the Eurotas having lost her mainmast, the enemy's frigate headed her; but when a little on the weather bow, fell off, either accidentally or by design, and crossed the Eurotas's bows. The Eurotas then hoisted her jib, and endeavoured to lay the Clorinde on board, but without success. The combatants were, however, soon again abreast, and the action was renewed. Shortly afterwards the main and mizen masts of the Clorinde fell, the head of her foremast being already shot away; but in the meanwhile, the Eurotas having been totally dismasted, the Clorinde, whose fore-yard was still across, was enabled with the remains of her foresail to get beyond the range of her enemy's guns.

Captain Phillimore, who, since the early part of the action, had been severely wounded by a grape-shot in the shoulder, now consented to go below, and Lieutenant Robert Smith succeeded to the command. The boat's masts were then stepped on the booms, and the sails set to keep the ship's head towards the enemy, and surprising exertions made throughout the night to erect jury-masts. At 6h. 15m. A.M. on the 26th, the Eurotas had got up three effective masts, and was gaining on the Clorinde, then distant about five miles; but at 8h. 30m. another frigate hove in sight. As the stranger did not answer the private signal, although kept flying half an hour, she was conjectured to be an enemy, and the Eurotas rounded to until 10h. A.M., when, observing the stranger hoist English colours and fire a gun, she resumed her course, going six knots with a northerly breeze. The Eurotas's rate of sailing would soon have brought her alongside the Clorinde, that ship being in the same dismasted state as on the previous evening.

The stranger was the 18-pounder 36-gun frigate Dryad, Captain Edward Galway, and having closed the Clorinde, that ship displaying French colours aft and English colours

forward, sent a boat proposing terms of capitulation. These were of course refused; and at 1h. 35m. P.M. the Dryad, taking her station on the Clorinde's quarter, fired a shot into her, when the French frigate surrendered.[1] At this time the Eurotas was not more than three or four miles to windward, and the Achates about the same distance to leeward. Out of 329 men, the Eurotas had Jeremiah Spurking, Charles Greenway, and John T. Vaughan, midshipmen, thirteen seamen, four marines, and one boy killed; and Captain Phillimore (very severely by a canister shot), Lieutenant of marines Henry Foord, John R. Brigstock, midshipman, thirty seamen, and six marines wounded. Total: twenty-one killed and thirty-nine wounded. The Clorinde was commanded by Captain Legarde, and out of 344 men and boys, had thirty killed and forty wounded. She was added to the British navy under the name of Aurora. Lieutenant Smith was deservedly promoted to the rank of commander. The naval medal is granted to those serving in the Eurotas only.

On the 7th of March, the boats of the frigates Belvidera and Endymion, and Rattler sloop, under command of Lieutenant John Sykes, first of the Belvidera, drove on shore at Sandy Hook, and destroyed the United States privateer Mars, of fifteen guns and seventy men.

On the 12th of March, at 2h. P.M., in latitude 43° 15′ north, longitude 10° 56′ west, the 18-gun brig Primrose,

[1] In reviewing the merits of this action, James places great stress upon the alleged superiority of the armament of the Eurotas over the 18-pounders of her opponent. The goodness, however, of any invention can only be tested by time. The Congreve guns, with which the main deck of the Eurotas was armed, have long ceased to exist in the British navy, affording a fair presumption that they did not possess the good qualities attributed to them. The superiority of long guns of proper weight over every other description of ordnance has been so far admitted by competent judges, that in the present enlightened age of gunnery, they are exclusively adopted in every class of vessel which will bear them. An officer on board the Eurotas thus described the performance of the Congreve guns:—"They were light guns to work, but so lively that the allowance of powder was very soon obliged to be reduced one-third, and subsequently one-half. About an hour and a half after the commencement of the action one of them made a jump, and actually touched the beams of the forecastle deck; in fact, *it was so hot that we were obliged to discontinue using it.*"

Commander Charles G. R. Phillott, chased a sail to leeward, which proved to be the King's packet brig Marlborough, John Bull commander, bound to Lisbon. The Marlborough taking the Primrose for an American, made sail from her, at the same time hoisting the private signal, but which, from the smallness of the flags employed, could not be distinguished. When it became dark the packet made the night signal, but it also was not understood. At 7h. 55m. the Marlborough opened fire from her stern chasers, which damaged the rigging of the Primrose; but at 8h. 15m. the latter ranged up on the packet's larboard quarter, and hailed twice. No other answer was returned than the Marlborough's broadside, by which Andrew Leech, the master, and two men were severely, and three slightly, wounded on board the Primrose. The Primrose returned the fire as her guns bore, and endeavoured to lay the packet on board; but, from the loss of her head-braces, was unable to carry this design into effect, and dropped astern. Having repaired her damages, the Primrose again made sail and reopened her fire, when, in answer to a third hail, Captain Phillott learnt the true character of his opponent. The Marlborough, at the conclusion of this unfortunate but gallantly-conducted affair, had three feet water in her hold, and her masts and rigging injured. Her loss amounted to Adjutant Andrews, of the 60th regiment, and another passenger, killed; and her master and nine men wounded. The total loss sustained by the Primrose was one seaman killed, the master (dangerously), Peter Belches, master's mate (severely), and twelve men wounded.

On the 26th of March, at 9h. A.M., the French frigates Sultane and Etoile (the former under jury-topmasts and mizenmast), whose actions with the Astrea and Créole have already been related,[1] being about twelve leagues from the Isle of Bas, fell in with the 38-gun frigate Hebrus, Captain Edmund Palmer, and 16-gun brig Sparrow, Commander Francis E. Loch. The frigates were steering a course for St. Malo, with the wind from south-west, and thick weather. The Sparrow was close enough to receive several shot in crossing the frigates, by which her master was killed and

[1] See p. 448, *ante*.

one seaman wounded. The Hebrus, in passing to windward of the frigates, exchanged broadsides with them, and at 9h. 40m. the 74-gun ship Hannibal, Captain Sir Michael Seymour, was seen, as the fog cleared up, coming down under a press of sail. At 11h. the wind shifted and blew strong from the northward, upon which the Sultane, being now to leeward, hauled up, east by north, pursued by the Hannibal, while the Etoile, with the wind on her larboard quarter, continued her course, followed by the Hebrus and Sparrow. At 2h. P.M. the Hebrus lost sight of the Hannibal, and at 5h. of the Sparrow. The Etoile then hauled up east by north, and at midnight reached the Race of Alderney, when, the wind heading, the Hebrus took in her studding-sails. At 1h. 45m. A.M. on the 27th, the Etoile rounded Pointe Jobourg, almost within wash of the breakers, and opened her fire, which was quickly returned by the Hebrus as she ran under the stern of the Etoile to get between that ship and the shore. The Hebrus passed her so closely that her jib-boom was over the French ship's taffrail, and the land within musket-shot of the starboard beam. It falling calm about this time, the two ships remained nearly stationary during the remainder of the action, which lasted till 4h., when the Etoile, having lost her mizenmast, ceased firing, and hailed to say that she had struck. It then became necessary to get beyond the reach of a battery, which continued to annoy both ships. The tide fortunately set them round Pointe Jobourg, and, at 7h. A.M. the Hebrus and prize anchored about five miles from the shore in Vauville Bay.

The Hebrus had several guns dismounted; and out of a crew of 284 men and boys, P. A. Crawley, midshipman, and twelve seamen were killed; and twenty seamen, two marines, and three boys wounded. The Etoile was much shattered; and out of 325 men and boys, forty were killed and seventy-three wounded, including among the latter some who had not recovered from their wounds received in the previous action. The Etoile mounted twenty-eight long 18-pounders on her main deck, and fourteen carronades, 24-pounders and two long eights, on the quarter-deck and forecastle. The Hebrus had two guns less on the main deck; but her carronades were 32-pounders. Lieutenant

Robert M. Jackson was promoted to the rank of commander. Commander William Sargent, a visitor on board the Hebrus, rendered very important services in fighting the ship, and which were handsomely acknowledged in Captain Palmer's official letter. The ability and gallantry displayed on this occasion were noticed by the well-merited grant of the gold medal to Captain Palmer. The naval medal is also awarded to the participators in this well-executed capture.

The Hannibal overtook the Sultane, which, after firing her broadside, surrendered at about 4h. 30m. P.M. of the 26th. The two frigates were added to the British navy, the Sultane under the same name, but the Etoile became the Topaze.

On the 2nd of April, the 24-gun ship Porcupine, Captain John Coode, at anchor above Pouillac, in the river Gironde, despatched the boats under Lieutenant Robert G. Dunlop after a French flotilla, which ran on shore under the protection of a body of troops. Lieutenant Dunlop having dispersed the troops, brought off a brig, six gun-boats, a schooner, and an imperial barge. The loss in this very dashing affair amounted to two seamen missing, and fourteen wounded.

On the evening of the 6th of April, the 74-gun ship Centaur, Captain John C. White, joined the Egmont, Rear-Admiral Penrose, in the Gironde, with a view to the destruction of the 74-gun ship Régulus, three brigs, and some other vessels; but during the night the enemy set fire to the French ships, which were totally destroyed.

On the 7th of April, a division of boats, containing 136 men, from a squadron, under Captain the Honourable Thomas B. Capel, of the 74-gun ship Hogue, with the Endymion and Maidstone frigates, and 14-gun brig Borer, were sent to attempt the capture of some vessels in the river Connecticut, near Pettipague Point. The officers employed on this service were Commander Richard Coote, of the Borer, Lieutenant Henry Pyne, and Lieutenant of marines Walter G. Lloyd. On the 8th, after a skirmish with the Americans, twenty-seven vessels were destroyed, together with a quantity of naval stores. In the evening the boats returned, having sustained a loss of two men killed and with two wounded. For his skill and gallantry, Commander

Coote obtained post rank, and Lieutenant Pyne was made a commander. This is a naval medal boat action.

On the 20th of April, the 36-gun frigate Orpheus, Captain Hugh Pigot, having in company the 12-gun schooner Shelburne, Lieutenant David Hope, captured, in latitude 24° north, longitude 82° west, the United States 18-gun corvette Frolic, Master Commandant Joseph Bainbridge. The prize measured 540 tons, and was added to the British navy as a 22-gun ship, and renamed the Florida.

On the 29th of April, the 18-gun brig Epervier, Commander Richard Walter Wales, having sailed from the Havana on the 26th, with 118,000 dollars on board, and being, at 7h. 30m. A.M., in latitude 27° 47′ north, longitude 80° 11′ west, came in sight of the United States 18-gun corvette Peacock, Captain Lewis Warrington, then bearing south-west, wind being east-south-east. On the 23rd of February, the Epervier, off Cape Sable, had captured, without opposition, the American 16-gun privateer brig Alfred, manned with a crew of 108 men. On his way with the prize to Halifax, Captain Wales discovered that a portion of his own crew were conspiring with the late crew of the Alfred to rise upon the British officers, and to carry one or both of the vessels to the United States. The Epervier and prize, however, reached Halifax, where Captain Wales represented to the senior officer at that port his doubts respecting the crew; but it appears the facts were not considered such as to warrant a trial, and as men were scarce, a removal was not thought advisable. Captain Wales therefore was on the point of meeting a formidable enemy, when, at the same time, his confidence in his own men was greatly weakened, and the sequel proved that his suspicions were but too well grounded.

At 9h. A.M. the Epervier came round on the larboard tack, in order to keep between two merchant vessels under her convoy. The Peacock, favoured by a change of wind to the southward, then rapidly closed the Epervier. At 10h. the corvette, decorated with numerous flags and ensigns, was within half gun-shot and nearly ahead of the Epervier, when the latter bore up until close upon the Peacock's larboard bow, then luffing up, she passed ahead of the Peacock, firing her starboard broadside. Three of the Epervier's guns were

dismounted by the first discharge, the fighting-bolts giving way; but these were soon replaced, and, having tacked and shortened sail, the Epervier became closely engaged with the Peacock, both vessels a few points from the wind on the starboard tack, the Epervier being to windward. The continual discharge of langridge and bar and star shot from the Peacock in a short time unrigged the Epervier, and cut her sails into ribands. A well-directed fire from the British vessel had, however, knocked away her enemy's fore-yard, when several carronades upset from the breaking of the fighting-bolts, which accidents were constantly occurring during the action. To add to these disasters, the brig's main-boom was cut in two, and, falling upon the wheel, rendered her unmanageable and she broached to. The Peacock having much head-way, however, was able to fire only a few shot with effect. Soon afterwards the main-topmast of the Epervier was shot away, after which the Peacock's fire was directed at her hull, which disabled every remaining gun but one of her larboard broadside. An attempt was contemplated to wear the Epervier, so as to oppose her starboard broadside to the enemy, but this was found impracticable without falling on board the Peacock; and as a large proportion of the crew of the Epervier evinced a great distaste for the measure, Captain Wales had no alternative but to surrender. The colours of the Epervier were therefore hauled down at 11h.

Besides the damages already specified, most of the lower rigging of the Epervier was shot away, and her foremast was left so tottering that the calm state of the weather alone saved it from falling. Her hull was shot in every direction, and she had five feet water in the hold. Her loss, out of a crew of 102 men (including a passenger) and sixteen boys, amounted to eight killed, and her first lieutenant (John Hackett) and fourteen men severely and slightly wounded.[1] Lieutenant Hackett had his left arm shattered about the

[1] At the time the Epervier engaged the Peacock, only three men in a watch, exclusively of the petty officers, were able to take the helm or lead, and two of her men were each seventy years of age! She had some blacks, several foreigners, lots of disaffected, and few even of ordinary stature; in short, the crew of the Epervier was a disgrace to the deck of a British man-of-war.— *James*

middle of the action, and was also severely wounded in the hip by a splinter; but it was with difficulty that this gallant officer could be persuaded to allow himself to be carried below. The damages received by the Peacock were very slight; and, out of a picked crew of 185 seamen, only two were wounded. Captain Wales and his officers were tried and honourably acquitted.

On the 31st of March the allied armies entered Paris, and the preliminary treaty agreed to put a temporary stop to the war in Europe. Louis XVIII. landed at Calais from Dover on the same day; and on the 28th of April Napoleon, after signing his abdication at Fontainebleau, embarked on board the 38-gun frigate Undaunted, Captain Thomas Ussher, to be conveyed to Elba.

On the 25th of May, the boats of the Elizabeth, Captain Edward L. Gower, commanded by Lieutenant Mitchell Roberts, boarded, near Corfu, and captured the French national xebeck Aigle, of six guns and forty-one men. Mr. Roberts was promoted in July following, and the action entitled the participators to the naval medal.

The war with America, however, continued to be carried on with spirit. After much exertion on both sides, the rival squadrons on the lakes consisted of the following:—

BRITISH.

	Tons.					
Prince Regent	1,310	..guns	long	24-pndrs...	28	main deck
			,,	,,	4	spar deck
			carrs.	68 ,,	4	,,
			,,	32 ,,	22	,,
				Total...	58	
Princess Charlotte..	815	..guns	medium	24-pndrs...	24	main deck
			,,	— ,,	2	spar deck
			carrs.	68 ,,	2	,,
			,,	32 ,,	14	,,
				Total....	42	

The former, which was under Commander Richard O'Connor, and bore the broad pendant of Commodore Sir James L. Yeo, had a crew of 485 men and boys, and the latter of 315. Besides the above, there were the Niagara (late Royal George), mounting two long 18-pounders, and Montreal

(late Wolfe), of four 32-pounder carronades; brigs Charwell and Magnet (late schooners Maria and Sidney Smith), and schooners Star and Netley (late Melville and Beresford), all armed as before. The Americans possessed the 62-gun ship Superior, of 1,600 tons, mounting thirty medium 32-pounders on her main deck, and two long 24-pounders and thirty carronades 42-pounders on the spar-deck, with a crew of 550 men; the Jones and Jefferson brigs, each mounting twenty-two 42-pounder carronades and a long 24-pounder on a pivot carriage; and 16-gun brig Sylph.

On the 5th of May, Sir James Yeo, in the Prince Regent, with the Princess Charlotte, Montreal, Niagara, Charwell, Star, and Magnet—Captain William H. Mulcaster, and Commanders Stephen Popham, Francis B. Spilsbury, Alexander Dobbs, Charles Anthony, and Edward Collier—having on board 1,100 troops, under Lieutenant-General Drummond, arrived off Oswego, on Lake Ontario. Captain Collier, in the Magnet, having reconnoitred the enemy's defences, preparations were made to attack them; but a heavy gale rendered it necessary for the squadron to gain an offing.

On the morning of the 6th the squadron again stood in, and everything being in readiness, the boats, with a division of 200 seamen armed with pikes, under Captain Mulcaster, 400 marines under Major Malcolm, and 140 troops, the whole under Lieutenant-Colonel Fischer, pushed off in the boats of the squadron. Under cover of the fire of the Star and Charwell, the whole landed in good order, although exposed to a continual discharge of grape from the batteries, and of musketry from 500 regulars and militia stationed on the brow of a hill. In ascending the eminence, a destructive fire was opened from the fort, and from American riflemen on the flanks. The latter were, however, attacked and dispersed by the Glengarry light infantry and two companies of De Watteville's regiment, under Captain De Berry. The seamen then succeeded in driving 200 Americans into the woods, and mounting the ramparts in gallant style, gained possession of the fort. Lieutenants John Hewett and James Laurie, of the marines, were amongst the first to enter the fort, and the former climbed the flag-staff in the face of the American riflemen, and tearing down the colours which were nailed to it, replaced them with British. Owing to the

shoalness of the water, the two large ships could not get near enough to participate, but the Montreal, Niagara, and smaller vessels were closely engaged with the batteries, by which the former was several times set on fire.

The loss sustained in this brilliant affair amounted to Captain of marines William Holtaway and fourteen men killed; and Captain Mulcaster (dangerously), Commander Popham, Lieutenant Charles W. G. Griffin, John Richardson, master of the Montreal, Lieutenant of marines John Hewett, one captain, and one lieutenant of De Watteville's regiment, and fifty-eight men wounded. The Americans acknowledged to a loss of six killed and thirty-eight wounded, and twenty-five missing, but the British made sixty prisoners. Three schooners, seven heavy long guns, a large quantity of ordnance and naval stores, and 2,400 barrels of provisions, fell into the hand of the captors, and three 24-pounders, four smaller guns, one schooner, the barracks, and all other public buildings were destroyed.

By the capture of a boat from Oswego, containing naval stores, Sir James Yeo gained intelligence that eighteen other boats, similarly laden, were lying in Sandy Creek, watching an opportunity to enter Sackett's Harbour. On the 30th of May he despatched Commanders Popham and Spilsbury, with 180 seamen and marines, for the purpose of cutting them out. On arriving within a short distance of the enemy, Lieutenants Thomas S. Cox and Patrick McVeagh, with the marines, landed, one on each bank of the river, the latter being accompanied by Lieutenant Brown with the cohorn and small-arm party. They were, however, attacked by a party of 150 riflemen, 200 Indians, and a large body of militia and cavalry, lying in ambush, and, after a noble resistance, were overpowered and made prisoners. Their loss amounted to Mr. Hoare, master's mate, and eighteen men killed, and fifty dangerously and badly wounded, including Lieutenants Cox and McVeagh. Had it not been for the generous exertions of Major Appling, the greater part, if not the whole, of the British would have fallen sacrifices to their savage enemies.

On the 14th of June, the boats of the 74-gun ship Superb, Captain the Honourable Charles Paget, were sent away under the orders of Lieutenant James Garland, together with two

boats of the Primrose, Commander George Hilton, to endeavour to effect the destruction of some ships and vessels at Wareham, a town situated at the head of Buzzard's Bay, or River, in the state of Connecticut. The intricacy of the navigation rendered the undertaking one of great difficulty, but, notwithstanding, Lieutenant Garland completely succeeded in his object, without incurring the slightest loss. The vessels destroyed by him measured in the aggregate 2,522 tons, and he also burnt down a large cotton-manufactory, valued at half a million of dollars. In order to make good his retreat during daylight, uninterrupted by a large body of militia assembling on the banks of a narrow stream through which he had to pass, Lieutenant Garland used the precaution of securing some of the principal inhabitants of the place, whom he carried with him as hostages for the observance of a truce until he was beyond the reach of harm. This measure had the desired effect, and the hostages were relanded at the first convenient spot.

On the 28th of June, at daylight, in latitude 48° 36′ north, longitude 11° 15′ west, the 18-gun brig Reindeer, Commander William Manners, bore up before a light breeze from north-east, in chase of the United States 18-gun corvette Wasp, Captain Johnston Blakeley. At 3h. 15m. P.M., being within musket-shot on the starboard and weather quarter of the American corvette, the Reindeer opened fire from a 12-pounder carronade mounted on her forecastle, and at 3h. 26m. the Wasp luffed across the Reindeer's bows, firing her starboard guns. The Reindeer then ranged up on the larboard beam of the enemy, and a spirited cannonade ensued, which continued until 5h., when, in consequence of her unmanageable state, the Reindeer fell foul of the Wasp, her bow coming in contact with the enemy's larboard quarter, and in this position became exposed to a destructive raking fire. Captain Manners, who had been badly wounded in the calves of the legs at the commencement of the action, continued at his station encouraging the crew by his heroic example. Shortly afterwards a canister-shot passed through both his thighs, and he fell on his knees, but quickly sprang up again, and, although bleeding profusely, refused still to go below. By this time the grape and musketry from the Wasp had caused such havoc, that Captain Manners determined on

an attempt to board his opponent, and, calling to his crew to follow him, was in the act of ascending the main rigging of the Reindeer with that design, when two musket-balls from the main-top of the Wasp penetrated his skull, and came out beneath his chin. Placing one hand on his forehead, and with the other convulsively brandishing his sword, he exclaimed, "Oh God!" and dropped lifeless on his own deck![1] At 4h. the American crew rushed in a body on board the Reindeer, and carried her without further resistance.[2] The hull of the Reindeer was literally cut to pieces, and her masts were in a tottering state. Out of ninety-eight men and twenty boys, with which she commenced the action, her commander, John T. Barton, purser, and twenty-three men were killed; and her only lieutenant, Thomas Chambers, Matthew Mitchell, master's mate, Henry Hardiman, midshipman, her boatswain, and thirty-seven men wounded. Total: twenty-five killed and forty-two wounded. The crew of the Wasp numbered 173 men, and she had eleven killed and fifteen wounded. The Reindeer was destroyed by the captors, and the Wasp arrived at L'Orient on the 8th to refit.

On the 12th of July, the 4-gun cutter Landrail, Lieutenant Robert D. Lancaster, when crossing the Channel, engaged the United States privateer schooner Syren, mounting one long 18-pounder on a pivot, four long 6-pounders, and two 18-pounder carronades, and manned with a numerous crew. The action lasted two hours, at the expiration of which the Landrail, being in a shattered and unmanageable state, and

[1] James, in describing the conduct of Captain Manners, indulges his readers with the following well-meant, and not inappropriate, quotation from Glover:—

"To live with fame
The gods allow to many; but to die
With equal lustre is a blessing Heaven
Selects from all the choicest boons of fate,
And with a sparing hand on few bestows."

[2] This may be pronounced one of the best-fought sloop actions of the war. The British crew had long served together, and Captain Manners was the idol and delight of his men. They were called the pride of Plymouth. Gallant souls! they wanted but as many like themselves as would have brought them in number within a fourth of their opponents, and the Americans would have had to rue the day that the Wasp encountered the Reindeer.—*James.*

with seven out of her crew of nineteen men and boys wounded, surrendered.

On the night of the 12th of August, Commander Alexander Dobbs, of the Charwell, stationed in the Niagara river, proceeded in the execution of a plan he had formed for destroying three of the enemy's schooners attached to Fort Erie. These were the Ohio, Somers, and Porcupine. In order to put this into execution, Captain Dobbs caused his gig to be carried across from Queenstown to Frenchman's Creek, a distance of twenty miles, when, by the aid of a party of Canadian militia, he succeeded in conveying five bateaux a distance of eight miles to Lake Erie. The British party numbered only seventy-five, but these succeeded in getting alongside of, and in carrying, sword in hand, two of the schooners—the Ohio and Somers. Captain Dobbs was assisted in his hardy enterprise by Lieutenant Coplestone Radcliffe (who was killed), and John Grindred and George Hyde, mates of the Star and Charwell. Besides Lieutenant Radcliffe, one man was killed and four wounded; and the Americans had one killed and seven wounded. The third schooner would in all probability have shared the fate of her consorts, but the cables of the two captured vessels having been cut, they drifted past the Porcupine, among the rapids. Captain Dobbs was wounded a few days afterwards in an unsuccessful attack upon Fort Erie in conjunction with General Drummond.

On the 30th of August, Captain Sir Peter Parker, at the head of a party of 104 seamen and marines, landed from the 38-gun frigate Menelaus, then at anchor off Moorfields, in Chesapeake Bay, and proceeded to the attack of a band of American volunteers, under Colonel Read, who were drawn up in line, and flanked by some pieces of artillery. The British advanced gallantly, and having fired, charged and drove the enemy through their camp into the woods, and continued to follow them until the brave Sir Peter Parker, John T. Sandes, midshipman, and twelve men were killed, and twenty-seven wounded, including among the latter Lieutenants of marines Benjamin G. Benyon and George Poe. The remainder retreated and regained their ship, carrying with them the body of their intrepid captain, thus unhappily lost to his country.

On the 1st of September, at 7h. P.M., the 18-gun brig Avon, Commander the Honourable James Arburthnot, being off L'Orient, fell in with the American corvette Wasp, which had only recently quitted that port, completely refitted. At 8h. 38m., after making night signals to the stranger, the Avon fired two shot at her, and at 9h. 20m., being then on the Wasp's lee-bow, Captain Arburthnot hailed, but without receiving any definite answer. Soon afterwards the Avon was hailed and ordered to heave to; but this the latter declined, and at 9h. 25m. set the fore-topmast studding-sail. At 9h. 26m., the Wasp having fired a shot, the Avon commenced the action by the discharge of her larboard guns, when the Wasp bore up, and, running under the Avon's lee, at 9h. 30m. opened her larboard broadside, and in a few minutes, the span of the Avon's peak halyards having been shot away, the boom main-sail fell upon and covered the aftermost guns on the engaged side. The Avon's mainmast soon afterwards fell by the board, thus leaving the brig in an ungovernable state, and incapable of resistance. At 10h. 12m. Captain Blakely hailed to know if the Avon had surrendered, and was answered in the affirmative; but just as the boat from the Wasp was on the eve of taking possession, a strange sail was discovered close at hand. This was the 18-gun brig Castilian, Commander David Braimer. The Wasp immediately made sail, pursued by the Castilian, which at 11h. 40m. fired her lee guns at the Wasp; but the repeated signals of distress made by the Avon induced Captain Braimer to discontinue the chase of the enemy, and to close the shattered brig. Captain Braimer soon became aware that the Avon was sinking, and immediately sent away all her boats to save the people; and at 1h. A.M. on the 2nd, just as the last boat had left the Avon, she went down, affording sufficient proof that she had not been surrendered without good reason. Out of 104 men and thirteen boys, the Avon lost her first lieutenant (John Prendergast) and nine men killed, and Captain Arburthnot, Lieutenant John Harvey, John Travers, midshipman, and twenty-nine men wounded. The Wasp received some trifling damages by the Avon's fire, and had two men killed and two wounded. The Wasp did not regain a port in the United States, having, it is supposed, foundered off Madeira about the latter end of the same month.

The Americans, after their victory over Commodore Barclay's flotilla, recovered the command of Lake Erie ; besides which they became masters of Lakes Huron and Superior, and of the large territory of Michigan, together with five tribes of Indians, previously allies of the British. Everything seemed to favour their conquest of Upper Canada; but the Americans had become lukewarm and tired of the war. The command of the flotilla on Lake Erie had devolved on Captain Arthur Sinclair, who, taking with him the brigs Niagara and St. Lawrence, and schooners Caledonia, Ariel, Scorpion, and Tigress, in the month of July departed for Lake Huron, to capture the British port of Michilimacinac, situated at the head of the lake. The American squadron, however, on the 4th of August met a repulse. Obtaining information that Lieutenant Miller Worsley, with the British North-West Company's schooner Nancy, was at Nattawasaga, Captain Sinclair proceeded thither, after sending the St. Lawrence and Caledonia, with a portion of troops, to co-operate with the American army at Fort Erie.

The Nancy was lying about two miles up the Nattawasaga, under the protection of a block-house (mounting two 24-pounder carronades and a long 6-pounder), built on a peninsula near Gloucester Bay. The enemy anchored within a short distance of the block-house, and opened fire from the twenty-four heavy pieces of ordnance mounted on the broadsides of the three vessels. The fire from the block-house was maintained with considerable spirit, but Lieutenant Worsley, finding the odds too great against him (he having only twenty-three men with him, while the attacking force exceeded 500 in number), determined on abandoning the place. Just as he had prepared a train leading to the Nancy from the block-house, to be ignited previously to retreating, a shell pitched on board the schooner, and igniting the train, both were blown up. Lieutenant Worsley and his gallant party embarked in a boat and escaped up the river, and the whole of the company's richly-laden canoes got into French River. Having achieved this victory, Captain Sinclair departed in the Niagara for Lake Erie, leaving the schooners Scorpion and Tigress to reduce the garrison of Michilimacinac.

After remaining some few days at their station, the

American schooners removed to the neighbourhood of St. Joseph's, where, on the 25th of August, they were discovered by a party of Indians on their way to the British fort. On the 31st of August Lieutenant Worsley and his men also arrived at Michilimacinac with intelligence that the schooners were five leagues apart. It was immediately resolved to attempt their capture, and on the 1st of September Lieutenant Worsley and his party, consisting of Wm. H. Dobson, midshipman, and eighteen men, re-embarked in their boat, and three other boats were manned by the garrison, under the command of Major Dickson and Lieutenant Bulger. The total number of officers and men in the four boats was ninety-two. On the 2nd of September, at sunset, the boats arrived at the entrance to St. Mary's Strait; and on the 3rd, at 6h. P.M., ascertained that one of the schooners was at anchor about six miles off. The boats at 9h. reached within 100 yards of the schooner before being seen, when they became exposed to a smart fire of grape and musketry. They, however, resolutely advanced, and, two boarding on each side, the United States schooner Tigress in about five minutes was in possession of the gallant lieutenant and his party. The British loss amounted to two men killed, and Lieutenant Bulger and five men wounded; and the Americans, out of a crew of twenty-eight, had three men killed, and one or two wounded.

The prisoners having been sent under a sufficient escort to Michilimacinac, the Tigress was got underweigh on the following morning (still keeping her American colours flying), and proceeded in search of the Scorpion. On the 5th, the latter was observed, and, perfectly unsuspicious of the event which had happened, the Tigress was suffered to approach the Scorpion within two miles. As the day dawned on the 6th, the Tigress was again got underweigh, and running alongside her late consort, the British officers and men jumped on the deck, and in a few minutes replaced the American with British colours. Two men were killed and two wounded belonging to the Scorpion in the scuffle, and one soldier of the Tigress was wounded. These schooners were fine vessels, of 100 tons admeasurement, and had on board large quantities of arms and ammunition. They were valued by the proper officers at £16,000 sterling. Lieutenant Worsley

was not promoted until the 13th of July, 1815, but the naval medal has, notwithstanding, been granted to the survivors engaged in the service.

On the 26th of August an expedition sailed from Halifax, under the joint command of Sir John Sherbrooke, governor of the province, and Rear-Admiral Edward Griffith. The squadron was as under :—

Guns.	Ships.		
74	Dragon	Rear-Admiral Edward Griffith Captain Robert Barrie	
	Bulwark	„	Farmary P. Epworth
Frigates	Endymion	„	Henry Hope
	Bacchante	„	Francis Stanfell
	Tenedos	„	Hyde Parker

Corvettes, &c.—Sylph, Rifleman, and Peruvian; Commanders George Dickens, Joseph Pearce, and George Kippen.

In addition to the above, ten sail of transports were employed to convey troops. The object of the expedition was an attack of the north-eastern possessions of the Americans, and also on the river Penobscot. Having ascertained, on the 31st of August, from the Rifleman that the American 26-gun frigate Adams, Captain Charles Morris, had a few days previously entered the Penobscot, and had proceeded twenty-seven miles up the river for security, it was determined to make an immediate attack upon her. The squadron, led by the Tenedos, entered the river with a fair wind, and by daylight on the 1st of September anchored off the Fort of Castine, which place was in a few hours compelled to surrender. The service of destroying the Adams was intrusted to Captain Barrie, who, taking with him the Peruvian and Sylph, and the Dragon's tender, commanded by Lieutenant William Woodin, the three vessels, containing about 600 troops, under Lieutenant-Colonel John, departed accordingly. At 2h. P.M. on the 2nd, the Peruvian and consorts, after surmounting innumerable difficulties, arising from the state of the weather and intricate navigation, arrived off Frankfort, about five miles from Hamden, and by 10h. the whole force had disembarked. After a bivouac, amidst incessant rain, the whole were put in motion at 6h. A.M. on the 3rd, accompanied along the river's bank by the boats under Lieutenants George Pedlar (Dragon), the Honourable George J. Perceval (Tenedos) and Francis

Ormond (Endymion), preceded by a rocket-boat, under the immediate command of Captain Barrie, in which were Mr. Small, midshipman, and the gunner, — Ginton.

The Adams was moored abreast the town of Hamden, and protected by near 1,400 militia. About a quarter of a mile to the southward of the frigate, and calculated to command both the highway by which the British troops must advance, and the river access, were mounted eight long 18-pounders, and fifteen 18-pounders were mounted on a wharf close to the Adams, and completely commanding the river, which at that particular part was only 600 yards in width. The British shore party, including eighty seamen, under Lieutenants James Symonds, Samuel Mottley, and Henry Slade, and John Spurling, master, all of the Bulwark, and eighty marines, under Captain Thomas Carter, of the Dragon, did not exceed 760 men. The moment the boats rounded a point of the river which brought them in sight of the Adams, a heavy but ill-directed fire was opened upon them from the hill and wharf. The fire was speedily returned; and the effect of a discharge of rockets was very decisive. The shore party ascended the hill with the utmost gallantry, the American militia retreating before them with all speed. Before the boats got within grape-shot distance of the Adams, Captain Morris, finding himself thus shamefully deserted, set fire to the ship, together with two other vessels, and all three were destroyed. The British then pushed on for Bangor, of which they also gained possession, and at this place destroyed one ship, a brig, three schooners, and a sloop. A brig pierced for eighteen guns and the 16-gun privateer Decatur were also captured, but afterwards lost in descending the river. Several vessels on the stocks, on the banks of the river, were left untouched.

The Adams measured 783 tons, and formerly mounted thirty-two guns; her crew consisted of 248 picked seamen. This important service was performed with the loss of one seaman killed, and Captain Thomas Gell, 29th regiment, and several private soldiers wounded, and one missing. Lieutenant Pedlar was promoted (it is presumed for this service) on the 12th of October following, but the naval medal has not been granted to those participating in so meritorious and hazardous an undertaking.

In August, the British naval force on Lake Champlain was as follows :—16-gun brig Linnet, Commander Daniel Pring; 10-gun cutter Chubb, Lieutenant James McGhie; 8-gun cutter Finch, Lieutenant William Hicks; and ten gun-boats mounting in all thirteen guns, and manned with 294 men and boys, of whom only thirty were British seamen. The total force was forty-eight guns and 444 men and boys, of whom by far the greater part were soldiers and Canadian militia. To the above was added, on the 25th of August, a ship which had been hastily constructed at Isle aux Noirs, to mount thirty-six guns, and on board this ship, which was named the Confiance, Captain George Downie hoisted his pendant on the 3rd of September, in command of the flotilla. The American naval force at Plattsburg consisted of the 26-gun ship Saratoga, Commodore Thomas Macdonough, 20-gun brig Eagle, 17-gun schooner Ticonderoga, 7-gun sloop Preble, and ten heavy gun-boats. The force of the American squadron was eighty-six guns and 981 serviceable men, made up of seamen and marines belonging to the American ships laid up at different ports. Commodore Downie was ordered to act in conjunction with the land forces under Sir George Prevost ; but the general suffered the brunt of the work to fall on the flotilla, which, unhappily, was barely in a condition to protect itself. Scarcely was the Confiance in the water, and before time sufficient to get the rigging over her mastheads had elapsed, when Sir George Prevost commenced his system. Letters and messages were continually arriving—while the shipwrights were yet at work performing essential works, such as fitting breeching-bolts—to the effect that the ship's and squadron's co-operation was urgently required. Finding his letters and messages to fail in making Commodore Downie perform impossibilities, Sir George had the assurance to cast a slur upon his exertions. "The commander-in-chief," wrote Sir George, "hoped Captain Downie allowed himself to be delayed by nothing but the wind." The insinuation was felt, and on the 8th of September, just thirteen days from the date of her launching, and five from the time Commodore Downie had taken the command, the Confiance and squadron got underweigh from Isle aux Noirs, and anchored abreast the main body of the army, to await the arrival of the remainder of her crew from Quebec. At this

time the ring-bolts for the guns of the Confiance were not driven, nor the magazine ready to receive the powder. The Confiance's crew numbered 270, but was of a motley description. The whole were strangers to each other and to the officers, and Captain Downie was acquainted with no other officer than his first lieutenant, nor the first lieutenant with any other than the captain.

On the 10th, while part of the crew were ascending the ship's side, the hammer of the shipwright still employed, the guns being fitted, and the powder in a boat alongside (the magazine not being ready), a message from Sir George Prevost was brought to Captain Downie, requesting his immediate co-operation. Trusting to the assurance given by the commander-in-chief that the army would storm the works of Plattsburg, while the squadron attacked the naval force in the bay, the commodore, notwithstanding the unprepared state of his ship, consented to go into action the next morning. The plan then decided upon was, that, when rounding Cumberland Head, the Confiance would scale her guns, and that this was to be the signal for the column of attack to advance upon the enemy's works. On the 11th, at daylight, the carpenters still necessarily employed, Commodore Downie, true to his engagement, made the signal for the squadron to weigh, and in a short time the whole were under sail and standing over for Plattsburg Bay. At 7h. the American squadron was discovered moored in line ahead, abreast the American encampment, and the commodore issued orders for the mode of attack to be pursued. But want of wind and an unforeseen circumstance defeated his plans. The whole success hinged upon the co-operation of the army; but Sir George Prevost, instead of ordering the attacking column to move forward when the signal agreed upon was made by the Confiance, gave orders for the men to go to breakfast! Consequences the most fatal ensued. A division of gun-boats rowed out to the attack, and galled the British squadron in its approach. Commodore Downie, whose ship engaged the Saratoga very gallantly, was killed in the early part of the action.[1] The

[1] This gallant officer met his death in the following manner:—A shot from the Saratoga striking one of the 24-pounder carronades on board the Confiance, knocked it completely off the slide against the captain, who was standing close in the rear of it. He received the blow upon

Finch grounded on a reef of rocks, and was compelled to surrender. Eight of the gun-boats deserted, and in the course of a short time the whole squadron was overpowered and cut to pieces. Had Sir George Prevost moved forward, or suffered only a division of the force under his command to attack the enemy's works, the fire of the batteries might have been turned with equal ease upon the Americans; in which case a decisive victory must have been gained, and we should not have had to lament the untimely death of the many brave men who fell. The loss sustained on this occasion will appear in the accompanying table :—

BRITISH.				AMERICAN.			
Ships' Names.	Crew.	Killed.	Wounded.	Ships' Names.	Crew.	Killed.	Wounded.
Confiance	270	41	60	Saratoga	300	28	29
Linnet	80	10	14	Eagle	160	13	20
Chubb	40	6	16	Ticonderoga	130	6	6
Finch	30	..	2	Preble and gun-boats	391	5	3
Gun-boats	294	..	..				
Total	714	57	92	Total	981	52	58

An inquiry would have been instituted into the facts of this unfortunate business, had it not been for the death of the principal, if not only, blameable person. Charges were drawn out by Sir James Yeo, imputing the whole fault of the loss of the ships to the backwardness of Sir George Prevost; and but for the cause above stated, an investigation would have taken place. At the court-martial subsequently held upon the surviving officers and crews of the British vessels, the whole were acquitted, and the court particularly men-

his right groin; and although signs of life were exhibited for a few minutes, he never spoke afterwards. No part of his skin was broken; and a black mark of about the circumference of a small plate was the only visible hurt sustained. His watch was perfectly flattened, and was found with the hands pointing to the hour, minute, and second at which the fatal hurt was received.

tioned Captain Pring and Lieutenant John Robertson (who succeeded to the command of, and gallantly fought, the Confiance, after the death of Captain Downie), Lieutenants Christopher James Bell and James Robertson, commanding the gun-boats Murray and Beresford, and Lieutenant William Hicks (acting), of the Finch, as having "conducted themselves with great zeal, bravery, and ability during the action."

Notwithstanding occasional reverses, British power became gradually more predominant in America. For a period the squadron employed upon the American coast was under the command of Admiral Sir John B. Warren; but the services of a younger officer being required, Vice-Admiral Sir Alexander Cochrane, in the 74-gun ship Tonnant, Captain John Wainwright, superseded Sir John in the summer of this year. Rear-Admiral George Cockburn, with his flag in the 74-gun ship Albion, Captain Charles B. H. Ross, arrived in May, and superseded Captain Barrie in command of the squadron in Chesapeake Bay. One of the first acts of the rear-admiral was against an American flotilla commanded by Commodore Joshua Barney. This flotilla consisted of seventeen vessels of light draught of water. The commodore's vessel was the sloop Scorpion, mounting eight carronades and a heavy long gun on a pivot carriage, and the remainder were gun-boats, mounting two long guns, one at the bow and the other aft, the largest carrying 32-pounders and sixty men, and the smallest 18-pounders and forty men. On the 1st of June this flotilla chased the schooner St. Lawrence and seven boats belonging to the Albion and Dragon, which they compelled to take shelter under the Dragon's guns. The flotilla was pursued by the Dragon, and fled for refuge to the Patuxent; but having retired to such a distance that the vessels could only be reached by boats, a squadron under Captain Robert Barrie established a close blockade. Every attempt to draw Commodore Barney from his place of security failed, although parties were constantly landing and harassing the enemy's coasts.

On the 19th of July the rear-admiral was joined by a battalion of marines and a detachment of marine artillery, when he determined to proceed up the Potomac to the attack of St. Leonard's, the capital of St. Mary's county, where the 36th United States regiment was quartered.

The marines under Major George Lewis landed, while the boats of the squadron pulled up to the town; but the Americans observing the advance of the marines, quitted the place, and suffered the British to take quiet possession. A quantity of military stores, and also of tobacco, flour, and provisions, were here found; the former was destroyed, but the latter and a schooner were brought away. The town was, however, spared, not a musket having been fired, which was most probably owing to the orders promulgated by the rear-admiral; namely, to refrain from all violence or destruction where none was offered by the inhabitants.

Another successful expedition was undertaken by Rear-Admiral Cockburn to Nominy Ferry, Virginia, where a large body of militia had assembled. The enemy fled precipitately on the approach of the British, and after removing the tobacco and other stores found in the various depositories, the storehouses and public buildings were set on fire and destroyed. The British returned to their ships with 135 refugee negroes, two captured schooners, a large quantity of tobacco, dry goods, and cattle, and a few prisoners.

On the 24th the rear-admiral proceeded up St. Clement's Creek, in St. Mary's county, with the boats and marines. The militia showed themselves occasionally, but retreated as soon as discovered; and the boats returned to the ships without any casualty, with four prizes. As the inhabitants offered no molestation, they were undisturbed, and with the exception of one farm-house, from which two muskets were fired at the admiral's gig, and which was therefore destroyed, no damage was done. On the 26th the rear-admiral reached the head of the Machodic, in Virginia, where six schooners were burnt; and having then visited every place of importance on the Virginian side, the squadron removed to an anchorage above Blackstone's Island.

On the 29th the rear-admiral and his party proceeded up the Wicomoco river, and landed at Hamburgh and Chaptico, but put the inhabitants to no further inconvenience than that of compelling them to furnish supplies for the forces, which were liberally paid for. On the 2nd of August the squadron dropped down the Potomac to the entrance of the Yeocomico, and a landing was effected on the 3rd. Some resistance was here offered by the enemy,

which had collected in a strong body; but the steady advance of the British carried all before it, and the retreating force was followed ten miles up the country. A field-piece was captured, and several houses, which had been converted into depôts for military stores, were destroyed. Learning that General Hungerford, who commanded the militia, had rallied at Kinsale, the rear-admiral pushed forward, but on his gaining the heights the Americans fled with precipitation. A quantity of stores found at this place were shipped off, the storehouses and two batteries destroyed, and the rear-admiral and his party, numbering only 700 in all, re-embarked, carrying off five prizes. The American general, Taylor, was unhorsed, and narrowly escaped being made a prisoner. Three men of the British were on this occasion killed, and as many wounded. Several other incursions were made with equal success; but they were only preludes to the brilliant success which ensued.

Intelligence had been conveyed to the American president as far back as June, that an attack upon Washington would probably be made, and in consequence the whole military strength of the United States was drawn together and ordered to hold itself in readiness to defend the capital. A squadron under Rear-Admiral Pulteney Malcolm, in the 74-gun ship Royal Oak, Captain Edward Dix, consisting of three frigates, three sloops, two bomb-vessels, and eight transports, containing a body of troops under Major-General Ross, arrived on the 24th of July at Bermuda. On the 17th of August the whole (including the Tonnant and 36-gun frigate Euryalus, Captain Charles Napier, which had preceded the squadron) joined Rear-Admiral Cockburn at the mouth of the Potomac.

Rear-Admiral Cockburn, during one of many of his excursions in company with Major-General Ross, suggested the feasibility of an attack upon Washington, and the vice-admiral decided that the attempt should be made. The knowledge of the country gained by the rear-admiral now proved of inestimable value; and to his experience the success attained must be attributed. Discarding all idea of the usual routes to the city, he decided on proceeding up the Patuxent, and by way of Bladensburg. Commodore Barney's gun-boats were all this while locked up in the

river; and as an attempt upon the flotilla would answer two ends, the one being a pretext for ascending that river and the other its capture or destruction, this was immediately resolved upon. As a further diversion appeared called for, Captain James A. Gordon was intrusted with the command of a squadron, with which he was to proceed up the Potomac as far as Alexandria, a city about eight miles below Washington: the able manner in which this service was executed will hereafter be detailed.

The troops (about 4,000) intended for an attack upon the federal city, having been conveyed up the Patuxent as far as Benedict (a small town about fifty miles south-east of Washington), disembarked on the 19th and 20th of August; and on the evening of the last-named day, Rear-Admiral Cockburn, taking with him the armed boats, proceeded to the attack of Barney's flotilla. The boats were accompanied by tenders from the squadron, containing supplies for the troops, and the whole moved on together, the army proceeding along the bank of the river, covered in its advance by the boats. The boats and tenders, in which were embarked the marines of the squadron, under Captain John Robyns, and marine artillery, under Captain James H. Harrison, were in three divisions. The first was in charge of Commanders Thomas Ball Sulivan and William S. Badcock; the second, of Commanders Rowland Money and the Honourable Kenelm Somerville; and the third, of Commander Robert Ramsay; the whole being under the superintendence of Captain Wainwright, of the Tonnant. The frigates Severn and Hebrus, Captains Joseph Nourse and Edmund Palmer, accompanied by the gun-brig Manly, Commander Vincent Newton, followed the boats as high as Benedict; when their boats, under their respective commanders, joined the expedition.

On the morning of the 22nd, when rounding Pig Point, the flotilla was discovered moored in line of battle astern of the commodore. On nearing the sloop bearing Commodore Barney's broad pendant, the vessel was observed to be on fire, and she soon afterwards blew up, as did also fifteen out of the sixteen gun-boats. The remaining gun-boat, together with thirteen merchant schooners, fell into the hands of the British, also a large quantity of tobacco. On the afternoon

of the same day, Major-General Ross, with the troops, arrived and encamped in the town of Upper Marlborough, after a fatiguing march of forty miles, performed in three days, under a scorching sun. In the meanwhile General Winder and his army, having been joined by Commodore Barney and the men from the flotilla, were encamped at Long Old Fields, only eight miles distant, where, on the next day, they were reviewed by the president, Mr. Madison.

The trifling opposition met with during the march from Benedict having determined General Ross to proceed at once to the attack of Washington, a large portion of the seamen and marines, under Rear-Admiral Cockburn and Captain Robyns, crossed over from Pig Point to Mount Calvert, and from thence joined the land forces at Upper Marlborough. As the British advanced, the Americans fell back; and on the night of the 23rd the British occupied the position at Long Old Fields previously held by the Americans. On the 24th, at daylight, General Ross put the troops in motion for Bladensburg, a distance of about twelve miles, and shortly before noon the British gained the heights facing that village. The force of the Americans at this time is variously stated; some of their writers making the total no more than 7,593, while others allow that General Winder was directed to call out a total force of 16,300 men, including militia and 600 seamen. The enemy had twenty-three pieces of artillery on the field, varying from 6 to 18-pounders, and the army was drawn up in two lines, upon a commanding eminence on the north of the road leading to Washington; and the further to stimulate them to deeds of glory, the president was on the field of battle.

About 1,500 only of the British were engaged, when the Americans fled with precipitation and in the utmost confusion, leaving ten pieces of cannon; but not more than 120 prisoners were taken, owing to the fatigues previously undergone by the British, which prevented their overtaking their more nimble enemies. The victory was not achieved without a severe loss, which, however, was principally occasioned by the American artillery: the total of troops killed was sixty-four, and 185 wounded. Of the naval brigade, one marine was killed; and Jeremiah McDaniel, master's

mate, two serjeants, and three marines wounded. Among the naval officers on the field of battle, besides Rear-Admiral Cockburn, were Captain Edmund Palmer, Arthur Wakefield, midshipman, Lieutenant James Scott, of the Albion, acting as the rear-admiral's aide-de-camp, and Lieutenants of marines John Lawrence and Athelstane Stephens.

As soon as the troops were a little refreshed, the major-general and rear-admiral, at the head of about 1,000 men, moved forward, and at 8h. P.M. arrived at an open plain about two miles from Washington. The troops here halted, while the general and admiral, accompanied by a small guard, rode forward to reconnoitre. On arriving near some houses, the party reined in, to consult as to the prudence of entering the city. While in consultation, a volley of musketry was fired from one of the houses, which killed one soldier and General Ross's horse from under him, and wounded three soldiers. The admiral instantly rode back, and quickly bringing up the light companies of the advanced body, the house was surrounded, and as soon as the inmates were removed, it was burnt down, and the adjoining house also consumed. The Capitol was then set on fire. Scarcely had the flames ascended from the Capitol Hill when a heavy explosion in the navy-yard announced that the Americans were also engaged in the work of destruction. By this time the British forces from Bladensburg had arrived, and occupied the hill; and at 10h. 30m. P.M., a party having been sent to destroy the fort and public works at Greenleaf's Point, Major-General Ross and the admiral, each at the head of a small detachment of not more than 200 in all, proceeded down the hill towards the president's palace. The admiral finding the defence of the "commander-in-chief's head-quarters" abandoned, gave directions for setting it on fire. The building containing the treasury and war offices was the next to fall, and the destruction of the office of the "National Intelligencer" was meditated; but finding that it would probably lead to the loss of private property, he desisted from burning it. The British then retired to Capitol Hill.

On the morning of the 25th of August the office of the secretary of state was burnt, and the printing materials of the government paper destroyed. The extensive rope-walks, at some distance from the city, were destroyed, together

with the great bridge across the Potomac; an immense quantity of small arms and heavy ordnance was also included in the ruin. A party under Captain Wainwright set fire to the few stores and buildings in the navy-yard which had escaped the flames applied to them by the Americans on the preceding night. A frigate of 1,600 tons, nearly ready for launching, was burnt on the stocks by order of the president, and also the 22-gun corvette Argus, ready for sea. This was saving the British the trouble, as the difficulty of conveying them down the Potomac would have been too great to warrant the attempt. According to the official estimate of the public property destroyed, it amounted to the sum of £365,463 sterling. Private property and peaceable citizens were invariably respected. A serious accident occurred to the party at Greenleaf's Point. Some powder concealed in a well accidentally took fire, and killed twelve and wounded thirty officers and men, and this, with the exception of those already mentioned, was the only casualty attendant on the capture of Washington. On the 25th, at 8h. P.M., the British quitted Washington on their return, and having procured at Bladensburg vehicles for the conveyance of the wounded, preceded by a drove of sixty or seventy head of cattle, moved leisurely forward towards Benedict, which they reached on the 29th, in the evening. On the following day the whole re-embarked, and descended the Patuxent with the prizes.

We now recur to the squadron under Captain Gordon, consisting of the 38-gun frigate Seahorse, 36-gun frigate Euryalus, Captain Charles Napier; bomb-ships Devastation, Ætna, and Meteor—Commanders Thomas Alexander, Richard Kenah, and Samuel Roberts; rocket-ship Erebus, Commander David E. Bartholomew, and the Anna Maria tender, Master's mate Matthew Gray. On the 17th of August the squadron weighed from the anchorage at the mouth of the Potomac, and, without a pilot, began to ascend the river, the navigation of which was unknown to any one on board. On the following day the Seahorse grounded, but by putting her guns on board the tender, she was again got afloat, and the squadron continued its course. On the 25th, while passing the flats off Maryland Point, the Seahorse and Euryalus received much damage from a heavy squall; but in the

course of twelve hours every trace of injury had been removed.

After being some twenty times aground, and continually warping for five successive days, the squadron anchored abreast of Fort Washington on the 27th. The attack was commenced by the bomb-vessels, which threw several shells into the fort; and in the meanwhile the frigates warped into position near the fort. No sooner had the first shell burst, than the garrison was observed quitting the town; but, suspecting some concealed design, Captain Gordon ordered the firing to be continued. At 8h. P.M., however, an explosion of the magazine took place, and the firing ceased for the night. On the 28th, at daylight, possession was taken of the forts intended for the protection of Alexandria; and as soon as the destruction of the guns (twenty-seven in number) and their carriages had been effected, the squadron proceeded up the narrow channel to the town. A boat with a flag of truce was shortly afterwards observed approaching; when a proposal from the common council of Alexandria was made to capitulate; but Captain Gordon, with that caution and decision which it well became him to observe, declined to listen to any proposition until he had placed his squadron in such a position as would enable him to enforce any terms it might be considered desirable to make.

Those insisted upon by Captain Gordon were humiliating enough, for they stipulated that the Americans should raise the vessels which had been scuttled and place them in the same state as they were when the British squadron passed the Kettle Bottoms; the owners were directed to send on board their rigging and stores without delay; all merchandise was to be brought back; and the merchants directed to load their own vessels, which were to be towed off by the captors. At the same time Captain Gordon did not intend to enforce the terms, unless circumstances rendered their execution imperative upon him.

John Went Frazer, midshipman, one of the officers employed in seeing the terms dictated by Captain Gordon complied with, having strayed some few yards from his boat, was assaulted by two naval officers on horseback, stated to have been Captains David Porter and John O. Creighton. An attempt was made to carry off Mr. Frazer, although at

the same time a flag of truce was flying on the walls of Alexandria; but obtaining a glimpse of the British boat's crew, the officers, if such they really were, made a precipitate retreat. In consequence of the feeling manifested by the inhabitants of Alexandria upon this occasion, Captain Gordon refrained from carrying into effect the last article of the treaty, by which it was stipulated that, upon the least infraction of the flag of truce, the squadron should open fire on the town.

On the 31st, early in the morning, Commander Henry L. Baker, in the 18-gun brig Fairy, which had fought her way up the river, arrived at Alexandria with orders for Captain Gordon's return. On the same day, without waiting to destroy the stores, the squadron weighed, accompanied by twenty-one sail of prizes, many of which having been sunk, had been raised, masted, fitted for sea, and loaded in the course of three days. Contrary winds made it necessary for the ships to warp down the river; in attempting which the Devastation grounded. The Americans, on the watch to take advantage of any accident, immediately assembled their gun-boats and fire-vessels, and under the orders of Commodore Rogers, advanced to the attack of the bomb-vessels. Captain Alexander, however, taking command of the boats of his own vessel, proceeded to the attack of the gun-boats, which, upon his approach, retreated. The fire-vessels were also rendered harmless by the boats, which towed them out of reach of the ships. John Moore, midshipman of the Seahorse, was particularly mentioned by Captain Gordon as having signalized himself on this service.

Rear-Admiral Cockburn having in the meanwhile retired from Washington, the Americans determined, if possible, to prevent the return of the squadron down the Potomac; and the banks were lined with seamen from the different ships at Philadelphia and Norfolk; and riflemen, artillerists, and militia were lying in ambush on every point, ready to avail themselves of the slightest advantage resulting from accident or other cause. Batteries were thrown up in the best positions for attacking the ships. The Meteor and Fairy, in advance of the squadron, continued to move down the river, and, assisted by the tender and a boat belonging to the Euryalus, greatly impeded the progress of the

enemy in their works; notwithstanding which, however, the Americans succeeded in increasing their batteries from five to eleven guns, and in building a furnace for heating shot. On the 3rd of September the Ætna and Erebus got down to the assistance of the Meteor and Fairy, and on the following day the frigates and prizes arrived there also; but the Devastation was still five miles astern. The grand attempt was now made. The Erebus sustained much damage from three field-pieces before they could be silenced. The Devastation was subjected to a second attempt from the enemy's fire-vessels; but her boats, assisted by those of the Fairy, compelled the gun-boats to retreat with the fire-rafts. In an attempt, however, to dislodge the enemy from a narrow creek in which they had sought refuge, the Fairy sustained a severe loss, including among the killed, the second lieutenant, Charles Dickinson.

On the 5th, at noon, the wind being fair and every suitable arrangement made, the two frigates anchored within musket-shot of the batteries, to cover the prizes, as they passed between them and the shoal. The Meteor, Ætna, and Devastation, and the Fairy and Erebus, firing as they passed, took up a position to facilitate the further removal of the frigates. At 3h. P.M., the batteries having been silenced, the Seahorse and Euryalus cut their cables; and the whole squadron proceeded onwards towards the next point to be contested by the Americans. Two batteries, mounting together from fourteen to eighteen heavy guns, were here constructed on a range of cliffs of about a mile in extent, close under which the squadron had to pass. It was not intended to make the attack that evening; but the Erebus having grounded within range of the batteries, the whole squadron was necessarily called into action. The guns of the Fairy and Erebus were most admirably directed, and had great effect, while the bomb-ships threw shells with equal precision. By 8h. P.M. the American batteries were silenced; and on the following morning the squadron passed without molestation. On the 9th the Seahorse and squadron re-anchored at the entrance of the Potomac, the spot which they had quitted twenty-three days previously.

The loss during this most fatiguing and arduous service

was not so heavy as might reasonably have been expected. On board the squadron it amounted to seven (including Lieutenant Dickinson) killed, and thirty-five wounded. Amongst the latter were Captains Napier and Bartholomew, Lieutenant Reuben Payne, and Andrew Reid, master's mate, all slightly. Captain Gordon, in his official letter, mentioned in the most gratifying manner all the captains and officers associated with him in the enterprise, and in particular described the conduct of Lieutenants Henry King (first of the Seahorse) and Thomas Herbert (first of the Euryalus) in the highest terms; nor did he omit naming the important part enacted by the master of the Seahorse, Alexander Louthean, who, he stated, "both found and buoyed the channel of a navigation which no ship of a similar draught of water had ever before attempted with her guns and stores on board." So difficult indeed was the navigation considered by the Americans themselves, that a seaman of the Seahorse, who had served on board the President, stated that that frigate took forty-two days to accomplish the same distance, without her guns on board.

The attack upon Baltimore was attended with less fortunate results, owing to the great strength of the place. Baltimore is built on a tongue of land watered on one side by the Susquehana, and on the other by a continuation of the Chesapeake. The city is about fourteen miles distant from the confluence of the Patapsco and Chesapeake, and is surrounded by detached hills, one of which on the eastern side commands the place. The entrance was protected by Fort McHenry, distant two miles from the city, and by a bar running across the harbour, on which there are only about fourteen or fifteen feet water. The successes of the British arms at Washington had struck a panic into the inhabitants of this important place; and it is probable, that had a vigorous blow been immediately struck, the result would have been most favourable; but some delay taking place, the Americans recovered from their fears, and resorted to the strongest means for protection in the event of an attack Exclusive of 16,300 militia, regulars, and flotilla-men, which General Winder had been ordered to assemble for the defence of the district, numerous volunteers came flocking in from

Pennsylvania, and the seamen and marines belonging to the ships of Commodore Rogers and Captains Perry and Porter also arrived from the banks of the Potomac.

On the 6th of September, the Royal Oak, bearing Vice-Admiral Sir Alexander Cochrane's flag, with the squadron and transports, sailed from Tangier Island, and on the 11th anchored at North Point, where the whole force disembarked, numbering 3,270 rank and file, including a division of seamen, the marines, and black colonial marines of the fleet. The seamen, in number 600, were commanded by Captains Edward Lowther Crofton, Thomas Ball Sulivan, Rowland Money, and Robert Ramsay; and the marines by Captain John Robyns. The frigates Severn, Euryalus, Havannah, and Hebrus, five mortar-ships, and the Erebus rocket-ship, were appointed to proceed up the river to the attack of Fort McHenry and other contiguous batteries. Immediately on landing, the British force, commanded by Major-General Ross, accompanied by Rear-Admiral Cockburn, moved forward towards the city, without meeting any considerable opposition. In the only skirmish of any consequence, Major-General Ross was killed by a musket-ball, and the command of the troops devolved on Colonel Brooke, of the 4th regiment. An action took place the same day within about five miles of the city. The American army, numbering about 4,500 men, was drawn up with six pieces of artillery and a body of cavalry; and in a position to be supported by a reserve of upwards of 8,000 men. The attack of the British, however, was irresistible. The men advanced in the face of a constant and well-directed fire of musketry and from the field-pieces, and the Americans retreated before them to the shelter of a wood, from which they were dislodged at the point of the bayonet. The Americans left their wounded and two guns upon the field. The loss to the navy in this important battle amounted to Arthur Edmondson, captain's clerk, five seamen, and one marine killed; and Captain of marines John Robyns, Lieutenant Sampson Marshall (severely), Charles Ogle, midshipman, thirty seamen, and fifteen marines wounded; making, with the loss sustained by the troops, forty-six killed, and 300 wounded. The large number of wounded in proportion to the killed may be accounted for by the fact that the Americans used buck-shot; and the

severity of the loss was occasioned by their advantageous position. The enemy acknowledged to a loss of twenty killed, and ninety wounded, and forty-seven missing; but the British made 200 prisoners, which proves the last return to be untrue, and we may therefore place what reliance we please upon the others.

On the morning of the 13th, the British advanced and took up an eligible situation two miles to the eastward of Baltimore, whence the powerful defences of the city were discovered, and prepartions made for storming the works. In endeavouring to reach Fort McHenry, several of the squadron grounded; but on the 12th, at 9h. P.M., the Meteor, Ætna, Terror, Volcano, and Devastation mortar-ships, Captains Samuel Roberts, Richard Kenah, John Sheridan, David Price, and Thomas Alexander, and rocket-ship Erebus, Captain David E. Bartholomew, anchored in a position to bombard the fort and batteries, the frigates being outside. On the 13th, at daylight, the firing commenced, and was returned from Fort McHenry, the Star Fort, and batteries on each side of the river. The firing continued all day, but with very little effect, on account of the distance. At night, a divison of twenty boats was despatched up the Ferry branch to cause a diversion in favour of a projected assault upon the enemy's camp; but in consequence of the extreme darkness of the night, the boats separated, and eleven returned to their ships. The remaining nine boats, containing 128 officers and men, under Captain Napier, passed up the river some distance above Fort McHenry, and opened a fire of rockets and musketry; but Captain Napier not having his whole party, refrained from landing. A body of troops was quickly drawn to the spot, and Captain Napier having thus effected the principal object intended, returned down the river. When abreast of the fort, one of the officers unadvisedly discharged a rocket, and a heavy fire was instantly opened upon the boats, but which fortunately killed no more than one man of the party: no other casualty occurred.

The expedition was on the same evening countermanded by the vice-admiral; and the British quitted their encampment, and retreated leisurely to North Point, where the troops re-embarked. The object in view by the commander

in-chief in withdrawing the forces was a projected attack on New Orleans.

On the 12th of September, Captain the Honourable Henry W. Percy, in the 20-gun ship Hermes, having under his orders the 20-gun ship Carron, 18-gun brigs Sophie and Childers, Captains the Honourable Robert C. Spencer, Nicholas Lockyer, and John B. Umfreville, anchored about six miles to the eastward of Mobile, on the coast of West Florida, for the purpose of making an attack upon Fort Bowyer, situated on Mobile Point. This fort mounted twenty-eight guns, principally 32 and 24-pounders. In consequence of the intricacy of the channel, however, it was the 15th before the ships could cross the bar to take up their station ; but this was at length accomplished, and the Hermes, Sophie, Carron, and Childers anchored in line ; the two first by the head and stern within musket-shot of the battery, but the two latter far astern. Previously to this, a detachment of sixty marines and 120 Indians, with a small howitzer, under Lieutenant-Colonel Edward Nicolls, had landed on the peninsula, and a party proceeded to secure the pass of Bonsecours, twenty-seven miles to the eastward of the fort. Owing to the distance at which the Carron and Childers had unavoidably anchored, the cannonade was confined almost exclusively to the Hermes and Sophie, and in a short time the superior fire of the fort had nearly crippled the Hermes. Having had her bow cable cut, the Hermes was swept aground by the current, with her head exposed to a heavy fire, which in a short time cleared her decks. She was, however, got off, and her foremost guns brought to bear. The fire of the Sophie was very inefficient, owing to her rotten state, from which cause the breeching-bolts drew and the guns upset. The Hermes then endeavoured to drop out of gun-shot, but again took the ground, and every means having been used to get her afloat, in which every boat but one was destroyed, Captain Percy determined to abandon the ship, and the Hermes was set on fire. The loss amounted in the Hermes to seventeen killed, including Richard C. Pyne (master), B. Hewlett, master's mate, and G. Thompson, boatswain, and five men mortally, two dangerously, fifteen (including Lieutenant-Colonel Nicolls) severely, and three slightly wounded ; and on board the Sophie six men were

killed and sixteen wounded. Total : twenty-eight killed or mortally wounded, and thirty-six severely and slightly wounded.

On the 26th of September, a squadron, consisting of the 74-gun ship Plantagenet, Captain Robert Lloyd; 38-gun frigate Rota, Captain Philip Somerville; and 18-gun brig Carnation, Commander George Bentham, cruising off the Western Islands, discovered at anchor in Fayal Roads the American schooner privateer General Armstrong, Captain Camplin, of seven guns and ninety men. The neutrality of the port having been violated by the American captain in firing on a boat from the Plantagenet, by which two men were killed and two wounded, Captain Lloyd determined to attempt the capture of the privateer by the boats of the squadron. At 8h. P.M. the Plantagenet and Rota anchored off Fayal Road, and at 9h. seven boats from the two ships, containing 180 men, under the orders of Lieutenant William Matterface, of the Rota, departed on this service. At midnight, after a fatiguing pull, the boats arrived within hail, when they received from the schooner, and from a battery erected with some of her guns on a point of land, a heavy fire of cannon and musketry. Two of the boats were sunk, and more than half the men that had been sent away in them killed or wounded. The remainder returned, and about 2h. A.M. on the 27th reached the Rota. The Rota's first and third lieutenants (Matterface and Charles R. Norman), one midshipman, and thirty-one seamen and marines were killed; and her second lieutenant, Richard Rawle, Lieutenant of marines Thomas Park, — Bridgeman (acting) purser, two midshipmen, and eighty-one men wounded. Soon after daylight the Carnation stood into the roads to attack the privateer; but the Americans set fire to and destroyed her.

On the 9th of October, the 40-gun frigate Endymion, Captain Henry Hope, being off the shoals of Nantucket, fell in with the United States 18-gun privateer brig Neufchatel, manned with a crew of 120 or 130 men. It falling calm, Captain Hope despatched the boats of the frigate, under the orders of Lieutenant Abel Hawkins (an officer of sixteen years' standing), to board her. The boats' crews gallantly attempted to possess themselves of the brig, but were beaten

off with great loss. Lieutenant Hawkins, one midshipman, and twenty-six men were killed; and two officers and thirty-five men wounded. In addition to this heavy loss, the launch was overpowered and captured with the remainder of her crew, who were made prisoners.

On the 8th of December, Vice-Admiral Sir Alexander I. Cochrane, in the Tonnant, anchored off the Chandeleur Islands. On the same day, while the 38-gun frigate Armide, Captain Edward T. Troubridge, accompanied by the Seahorse and Sophie, was running past the chain of small islands between Mobile and Lake Borgne, she was fired at by two American gun-boats. Three other gun-boats were shortly afterwards observed cruising about the lake. Sir Alexander Cochrane having selected the head of this lake for the disembarkation of the troops intended for the attack upon New Orleans, the remainder of his squadron and the troop-ships joined him at his anchorage in the course of a few days; but as the disembarkation must necessarily be performed for many miles in boats, it became necessary, previously to making the attempt, to free the lake of the gun-boats. Accordingly, on the night of the 12th of December, forty-two launches, armed with their usual carronades, and three gigs, containing in all 980 seamen and marines, quitted the Armide in three divisions, under the orders of Commander Nicholas Lockyer, assisted by Commanders Henry Montresor and Samuel Roberts, each in command of a division. The enemy was of no mean description, and was in possession of all the advantages resulting from local knowledge and position. The gun-boats measured from seventy-five to 129 tons each, and some of them had twice crossed the Atlantic.[1] No. 156 was commanded by Lieutenant-Commandant Thomas A. C. Jones, and mounted one long 24-pounder on a pivot carriage, four 12-pounder carronades, and four swivels, with a crew of forty-one men. No. 23 mounted a long 32-pounder, six long 6-pounders, two 5-inch howitzers, and four swivels, with a crew of thirty-nine (we should rather suppose fifty-nine) men, commanded by Lieutenant Isaac McKeene. Three others were similarly armed and manned; and in addition were a schooner and sloop, mounting each one gun.

[1] *United Service Journal* for June, 1840, p. 186.

Captain Lockyer stated the total number of the American crews at 245.

On the 13th, in the afternoon, the advance of the boats was observed by Lieutenant Jones, who believing them about to land troops, gave orders for the destruction of the stores at St. Louis Bay. The schooner detached on this service was attacked by a division of the boats, but unsuccessfully, in consequence of the strong position occupied by her, under the protection of two guns. Dreading a second attack, however, the schooner was destroyed by her own crew, together with the storehouses. On the 14th Lieutenant Jones moored his flotilla, with springs on their cables and with boarding nettings triced up, across the narrow channel known as Malheureux Island Passage, and in so commanding a situation that the approach was most difficult, and could not but be destructive to any assailant. At 9h. 30m. A.M., having arrived within long gun-shot of the enemy, Captain Lockyer ordered the boats to anchor, to give the men their breakfasts, they having rowed thirty-six miles nearly all the way against a strong current. At 10h. 30m. the boats weighed and again took to their oars ; and in the teeth of their enemy, and of a tide running at the rate of three miles an hour, moved forward exposed to a heavy and destructive fire of round and grape. It was near noon when the headmost British boat—the second barge of the Seahorse, in which were Captain Lockyer and Lieutenant George Pratt—was enabled to grapple with the enemy. The barge laid the gun-boat, bearing the commodore's pendant, alongside, and a desperate contest ensued. Nearly all the assailants were either killed or wounded, including among the latter Captain Lockyer, severely, and Lieutenant Pratt, mortally ; but the remnant gained the enemy's deck, and being well supported by the Seahorse's first barge, under George R. White, midshipman, and by the boats of the Tonnant, commanded by Lieutenant James B. Tattnall, the vessel was soon in possession of the British. The boat of the latter officer sank alongside the vessel, from the injuries she had received, but the crew, taking possession of another boat, gallantly proceeded to the attack of the four remaining gun-boats. Other boats arriving up in quick succession, the whole American force was in about five minutes in possession of the British. The execution of this

daring service was attended with a heavy loss, occasioned principally by the galling fire to which the boats were exposed when advancing to the attack. It was as follows:—Thomas W. Moore, John Mills, and Henry Symons, midshipmen, of the Seahorse and Trave, thirteen seamen, and one marine killed; and Captain Lockyer, Lieutenants William G. Roberts, John Franklin, Henry G. Etough, and George Pratt (the latter mortally), Lieutenant of marines James Uniacke, Mark Pettet, James Hunter, and John Sudbury, master's mates; John O. Reilly, Robert Uniacke (mortally), Peter Drummond, George W. Cole, William G. White, David McKenzie, and — Pilkington (mortally), midshipmen, fifty seamen, and eleven marines wounded. Total: seventeen killed and seventy-seven wounded, three mortally. The loss sustained by the Americans was slight in comparison, amounting only to six killed, and thirty-five, including Lieutenant Jones, wounded. The affair was very gallantly contested; but the advance of the British under circumstances so discouraging, is one of the most daring feats on record. Captains Lockyer, Montresor, and Roberts were promoted, and some of the lieutenants and midshipmen also gained a step in rank. The above is a naval medal boat action.

1815.

THE Endymion, after receiving a lieutenant, four midshipmen, and thirty-three men from the Saturn, to replace those lost in the attack upon the privateer in the manner already described,[1] joined the 56-gun frigate Majestic, Captain John Hayes, and Pomone, Captain John R. Lumley. A few days afterwards the 38-gun frigate Tenedos, Captain Hyde Parker, joined company. On the 15th of January these ships were cruising off Sandy Hook, when, at 5h. A.M., the United States 44-gun frigate President, Commodore Stephen Decatur, passed them about two miles to the northward. All sail was made by the British squadron, steering east by north, wind about north-west; and at 6h. 30m. the Majestic fired three shot at the chase, but was so distant that the fire was not returned. Towards noon the wind fell light, and the Endymion, outsailing the Majestic, gained upon the President. At 1h. 15m. P.M. the President cut away her anchors, started her water, and threw overboard boats, spars, &c., to facilitate her retreat, and continued to wet her sails from the royals downwards. At 2h. P.M. the President opened fire from her stern-chasers, and at 2h. 30m. the Endymion fired her bow guns. At 5h. 30m. the chase wore and altered course to south, her movements being closely followed by the British frigate, which soon afterwards brought the President to action. The two ships gradually closed until 6h., when the musketry from the tops of the American ship began to do execution on the deck of her antagonist. At 6h. 40m. the President luffed across the bows of the Endymion, and the latter, passing under the President's stern, fired two raking broadsides, and then hauling up, placed herself on the larboard and lee quarter of the latter. At 7h. 15m. the Endymion's larboard-quarter boat was shot away, and also her lower and main-topgallant studding-sails

[1] See p. 487, *ante*.

The President about this time ceased firing until 7h. 30m., when it was resumed from her aftermost guns, which brought down the Endymion's main-topmast studding-sail. The President then hauled suddenly to the wind, in the hope of escaping to windward, and the Endymion, pouring a raking fire into her stern, hauled up in pursuit. At 7h. 40m. the President kept more away, firing only at intervals, and at 8h. P.M. ceased altogether. Captain Hope, supposing the President to have surrendered, ordered the Endymion to cease firing, and the British crew commenced bending new sails, those on the yards having been almost wholly destroyed by the American chain and bar shot.

The American frigate in the meanwhile continued her course to the eastward, under a heavy press of canvass; but at 11h. 15m., the Pomone, ranging up on her larboard quarter, fired her starboard broadside. The President immediately rounded to, and hailed to say that she had surrendered; but before the meaning of the hail was understood, the Pomone had discharged a second broadside. The Tenedos shortly afterwards arrived up, and sent a boat to take possession of the prize. The Endymion, out of 319 men and twenty-seven boys, had eleven men killed and fourteen wounded. The President's loss, out of a crew of 465 men and four boys, amounted to three lieutenants and thirty-two men killed; her commander, master, two midshipmen, and sixty-six men wounded. Total: thirty-five killed and seventy wounded.

Had the Endymion and President met under different circumstances, more honour would undoubtedly have been gained by the capture; but the presence of the British squadron must certainly have served to damp the energies of the Americans. That the Endymion would have made a prize of the President is more than probable, had the Pomone not interfered, in which case the victory would have been a proud one. The following shows the comparative force of the combatants:—

		ENDYMION.	PRESIDENT.
Broadside guns ..	No.	24	28
	lbs.	664	852
Crew (men only) ..	No.	319	465
Size	Tons	1,277	1,533

On the 17th, during a heavy gale from the eastward, the Endymion was obliged to throw overboard her quarter-deck and forecastle guns, and lost her bowsprit and fore and main masts. The President lost all three lower masts, and several of her guns were also thrown overboard. Captain Hope was honoured with a gold medal for this action, and his first lieutenant, William Thomas Morgan, deservedly promoted. The President was added to the British navy under the same name; but was old and so much damaged that she was never commissioned. The possession of the ship, however, afforded ocular demonstration of the "equal force" by which British ships had been conquered. The capture of the President entitles those serving in the Endymion to the naval medal.

On the 20th of February, at 1h. 20m. P.M. (Madeira bearing west-south-west, distant sixty leagues), as the 22-gun ship Cyane, and 20-gun corvette Levant, Captains Gordon Thomas Falcon and the Honourable George Douglas, were steering under all sail to the westward, a strange sail hove in sight, bearing north-east. Captain Falcon immediately made signals to the Levant, then nearly hull down to leeward, and, taking in her studding-sails, hauled up on the starboard tack to reconnoitre. The stranger was soon made out to be a large ship, and was in fact the United States frigate Constitution, Captain Charles Stewart, standing towards the British vessels under all sail. At 2h. 45m. the Cyane bore up to close the Levant, and at 4h. 45m. shortened sail and hove to to speak her, when Captain Falcon gave a correct opinion to Captain Douglas as to their pursuer. As it was known that a British convoy, under charge of a small frigate, was not more than thirty miles to the southward, it became an object of importance to draw the enemy beyond their reach; and accordingly Captain Douglas (he being the senior officer) determined to make sail to the northward, and also to offer the best resistance possible to the superior force approaching. The two ships then made all sail on a wind; but finding the Constitution gain in the chase, they bore up with the wind on the starboard quarter.

Captain Falcon suggested to Captain Douglas that the two ships should keep as nearly as possible abreast, so that both might use their stern chase-guns, in the hope of dis

abling their pursuer in her approach. This design was, however, frustrated by the defective fitting of the guns. It was found on board the Levant that when the guns were placed in the stern ports there was not sufficient space left for the tiller to traverse; and on board the Cyane the stern ports were found too small, and not calculated for carronades, that ship having been originally built for long guns. On ascertaining these irremediable defects, Captain Douglas determined, at 5h. 10m., again to haul to the wind on the starboard tack, with the Cyane astern. This alteration of course brought the Constitution on the weather quarter of the British vessels, distant one mile.

At 5h. 30m., the American frigate, being about two points abaft the beam of the Cyane, and within point blank range for long guns, commenced the action. Both British vessels opened a smart fire in return, and the Levant, by keeping a close luff, was enabled to take an advantageous position on the bow of the frigate. Captain Falcon, finding the Cyane's shot to fall short of the enemy, then braced sharp up to endeavour to get upon the quarter of the Constitution; and at 6h. shivered the main-topsail to allow the enemy to draw a little ahead, when the Cyane again filled and stood towards the Constitution. But the latter defeated Captain Falcon's intention, by throwing all aback, thus again bringing the Cyane upon the beam of her huge adversary, now nearly within musket-shot. The superior fire of the American frigate was soon evident. Four or more of the Cyane's guns on the engaged side being dismounted or disabled, and, perceiving that the Levant had bore up with the supposed intention of wearing, Captain Falcon, at about 6h. 40m., also wore, and with great difficulty the ship was brought to the wind on the larboard tack, every brace and bow-line, except the larboard fore-brace, having been shot away. The Constitution followed, and in a short time opened fire from the starboard guns. The Levant having suffered much from the enemy's fire, had bore up to refit, but, by so doing, had divided the force, already vastly inferior; and the Cyane, whose masts and yards were all rendered unserviceable, at 7h. hauled down her colours and showed a light to denote her surrender.

Two hours after the termination of the action between the Constitution and Cyane, the Levant arrived up, and after endeavouring to obtain the weather gage, recommenced firing upon the enemy's ship. Finding the Cyane to have surrendered, the Levant bore up to escape; but, receiving a heavy raking fire, which shot away her wheel, further resistance was found unavailing, and the colours were hauled down.

Out of a complement of 115 men and sixteen boys, the Levant had four killed and seventeen wounded; and the Cyane, the crew of which consisted of 145 men and twenty-six boys, had four killed and three officers and seventeen men wounded. Total, in the two ships: eight killed and thirty-seven wounded. The loss of the Constitution, out of 472 men, amounted to six killed and eighteen or twenty wounded, several of whom mortally. The whole number of guns on board the British ships was fifty, of which only four were long guns, and those of light calibre. The Cyane measured about 530 tons, and was of the class commonly called "donkey frigate." She was armed with twenty-two 32-pounder carronades on her main deck, and eight 18-pounder carronades and two long 9-pounders on her quarter-deck and forecastle. The Levant was a corvette of 450 tons, mounting eighteen 32-pounder carronades and two long nines. The Constitution's armament and size have already been stated, and it is quite unnecessary to add one line to prove her immense superiority.

Captains Douglas and Falcon were, on the 28th of June, tried by a court-martial, at Halifax, for the loss of their respective ships, and fully and honourably acquitted of all blame, and deservedly applauded for the gallant defence each had made. The court also expressed to the remaining crew of the Cyane, in the strongest terms, the sense entertained of their determined loyalty in resisting the temptations held out by the enemy to draw them from their allegiance, which they retained also under circumstances of almost unprecedented severity exercised towards them whilst on board the Constitution.

On the 26th of February, the 13-gun schooner St. Lawrence (twelve carronades, 12-pounders, and one long 9-pounder), Lieutenant Henry Cranmer Gordon, while carrying de-

spatches from Rear-Admiral Cockburn relative to the peace between the United States and Great Britain, was fallen in with and captured, after a very gallant defence, by the American 14-gun privateer brig Chasseur. The St. Lawrence, out of a crew of fifty men, had six killed and eighteen wounded; and the Chasseur, out of 115 men, had five killed and eight wounded.

Two actions of a disgraceful character on the part of the Americans remain to be recorded. The 22-gun corvettes Peacock and Hornet, Captains Biddle and Warrington, in company with a store-brig, on the 20th of January escaped from New York, and proceeded on a cruise. On the 23rd the Hornet parted company from her consorts and proceeded to her rendezvous off Tristan-d'Acunha. On the 20th of March the Hornet spoke a neutral vessel, when Captain Biddle was informed of the peace. Although information coming in this questionable shape was not binding, yet, as a national officer, it was Captain Biddle's duty to have acted cautiously before setting it at defiance; the more so as he was aware of the negotiations pending prior to his quitting America. On the 23rd of March, at 11h. A.M., as the Hornet was about to anchor off the northern end of Tristan-d'Acunha, the 18-gun brig Penguin, Commander James Dickinson, hove in sight to windward, and made sail towards the Hornet.

In addition to her usual armament of twenty 32-pounder carronades and two long 18-pounders mounted (on account of their great length) amid-ships, the Hornet had musketoons fitted in her tops, the charge for each of which being fifty buck-shot; and upon each quarter a brass 4-pounder swivel was mounted. Her crew consisted at this time of 165 picked seamen—eight being absent in a prize. Each man was provided with a boarding helmet made of thick leather, and protected from sabre-cuts by narrow cross iron bands turning up at the sides, to prevent the blow from glancing off the helmet and striking the shoulder. In fact, no improvement which ingenuity could suggest, or money purchase, had been omitted to render these vessels and their crews perfect for offence and defence. Not so the British government: the 18-gun brig, which in point of tonnage and equipment was most wretched, was thought all-sufficient;

and the navy was at no loss for officers gallant enough to place them alongside their nominal equals. The Penguin had been commissioned in November, 1813; but such was the difficulty in procuring men, that her complement of 120 was not made up till the June following; and the men, with some few exceptions, were wanting in almost every particular except courage, and twelve only of the whole number had ever been in action. The Penguin was sent to the Cape of Good Hope, where she lost several men by sickness. Commander Dickinson was soon afterwards despatched by the vice-admiral at the Cape in search of the American privateer ship Young-Wasp, and before sailing received on board an additional twelve marines, which increased her number to 105 men (including officers) and seventeen boys: total, 122.

At 1h. 45m. P.M. the Penguin hoisted her colours and fired a gun; whereupon the Hornet hauled up on the starboard tack, and discharged her broadside. The Penguin immediately shortened sail, and rounded to on the same tack, to windward of her antagonist, and at about pistol-shot distance. In a very short time the star and bar shot of the Hornet had done their work on the rigging and sails, while a steady fire of round and grape, notwithstanding a heavy swell which prevailed, was taking effect upon the Penguin's deck. As the brig neared the Hornet, the latter edged off the wind, and Commander Dickinson, at about 2h. 15m., believing that the enemy was retiring from the contest, resolved upon an attempt to board; but before he could put his design in force, was mortally wounded.

Lieutenant James McDonald then succeeded to the command, and, in pursuance of the captain's intention, ordered the helm to be put a-weather, and ran the Penguin's bowsprit between the main and mizen masts of the American. The swell, however, soon parted the combatants, and the Penguin's bowsprit, after carrying away the Hornet's mizen rigging and spanker boom, snapped in two; and almost at the same moment the Penguin's foremast fell aft along the larboard and engaged side. Still unsubdued, the British crew endeavoured to get the brig round, so as to bring the starboard broadside to bear upon the enemy; but her state was too unmanageable, and as no alternative remained

between being cut to pieces and surrendering, the latter course was adopted. The action lasted about forty minutes, and after a lapse of twenty-five minutes more, the Hornet's boat came alongside with an officer to take possession of the prize.

The loss on board the Penguin was severe: Commander Dickinson (late the gallant first lieutenant of the Cerberus at Lissa), the boatswain, and four men were killed, and four mortally wounded; and Lieutenant John Elwin (very severely), John H. Bond, master's mate, and John Noyes, midshipman (each with the loss of a leg), and twenty-five men wounded.

The Hornet had not wholly escaped. Several shot had struck her hull, and some between wind and water, which obliged the pumps to be kept going. The number of her killed and wounded was concealed as much as possible, and her acknowledged loss was only two of the former and eleven of the latter. To show how far this wish of concealment was carried, Edward B. Kirk, one of the Penguin's midshipmen, who was the first prisoner taken on board, observed the crew, as he stepped on the Hornet's deck, in the act of throwing a man overboard, when some sign of animation in the poor fellow induced them to haul him in again. The man in a few days afterwards was walking about in a state of convalescence. Sixteen wounded men were counted in their cots by the Penguin's officers.

The Penguin was destroyed by her captors on the morning of the 25th, in order that she should not be a clog to the projected cruise to the East Indies, which Biddle and his friend Warrington (who joined shortly after the action ceased) were anxious to accomplish before official intelligence of the peace reached them.[1]

On the 28th of April, the Hornet, in company with the

[1] There is much force in the remarks of Mr. James in reference to this meeting. "Had the vessel in sight to windward been rigged with three masts instead of two, and had she on a near approach proved to be a British cruiser, Captain Biddle would have marked her down in his log as a 'frigate,' and have made off with all the canvass he could spread. Had the ship, nevertheless, overtaken the Hornet, and been in reality a trifle superior in force to her, Captain Biddle, we have no doubt, would have exhausted his eloquence in lauding the blessings of peace, before he tried the effect of his artillery in a struggle for the honours of war."

Peacock, was chased by the 74-gun ship Cornwallis, bearing the flag of Rear-Admiral Sir George Burlton, when the two vessels taking different courses, the Cornwallis pursued the Hornet. While in chase, one of the Cornwallis's crew fell overboard, and while heaving to to pick up the man, the Hornet got such a start that the Cornwallis was unable to make up for it. The Hornet reached the United States without a gun, or scarcely a musket on board, everything heavy and moveable having been thrown overboard during the chase.

On the 30th of June the Peacock arrived off Anjier, in the Straits of Sunda, where the H. E. I. Company's 14-gun brig Nautilus, commanded by Lieutenant Charles Boyce, of the Bombay marine, was lying at anchor. Previously to the commencement of hostilities, Mr. Bartlett, master, Cornet White, one of her passengers, and Mr. M^cGregor, master attendant at Anjier, repaired alongside the Peacock in a friendly way, to communicate the news of the peace. Mr. Bartlett, on arriving on the deck of the Peacock, was instantly sent below, without being suffered to ask a question. Mr. M^cGregor, who was rather better treated, communicated to the first lieutenant the most authentic information of the peace between England and America, grounded on the authority of Mr. Madison's proclamation, which he had received from an American ship passing the straits on her way to China. Mr. M^cGregor was instantly ordered to join Mr. Bartlett below!

The Peacock continued her course for the brig, and having arrived within pistol-shot, the commander of the Nautilus hailed and asked if the captain knew that peace had been declared. The only answer was, "Haul down your colours instantly." Lieutenant Boyce determining to resist this demand, an action ensued, which terminated in the brig's surrender. The gallant commander was most dangerously wounded, and amputation of the leg at the hip-joint rendered necessary; the chief officer, Mr. Mayston, was mortally wounded, and six men (three of them lascars) were killed, and seven, including five lascars, wounded. Lieutenant Boyce, after a long illness, was restored to comparative health, but lived the marked victim of savage barbarity unworthy of a Red Indian.

On the 18th of February, a treaty of peace between Great Britain and the United States, signed on the 24th of December, 1814, at Ghent, was ratified at Washington by the American president.

On the 24th of February, Bonaparte, whose abdication of the crown of France and retirement to the island of Elba has been stated, embarked on board an armed brig, in which he returned to France on the 1st of March. The "hundred days," however, passed away; and, after his defeat at Waterloo, Bonaparte, being unable to evade the British cruisers, surrendered himself, in Basque Roads, to Captain Frederick Lewis Maitland, on board the 74-gun ship Bellerophon, on the 15th of July. In this ship he was conveyed to Plymouth, where he arrived on the 26th of the same month. The few actions fought in this short interval now remain to be recorded.

On the 30th of April, the 74-gun ship Rivoli, Captain Edward Stirling Dickson, captured off the island of Ischia, after a running fight and gallant defence of fifteen minutes, the French 40-gun frigate Melpomène, Captain Collet. The frigate had six men killed and twenty-eight wounded; and the Rivoli, one man mortally and six slightly wounded.

On the 17th of June, the 18-gun brig Pilot, Commander John Toup Nicolas, being about fifty miles from Cape Corse, chased and brought to action the French 28-gun ship Légère, Captain N. Touffet. The action was conducted in a manner highly creditable to Captain Nicolas; but after it had lasted nearly two hours, the French ship, taking advantage of the disabled state of the Pilot's rigging and sails, and the loss of her main-topmast, hauled to the wind on the larboard tack and got away. On board the Pilot, two men were killed, and Lieutenant Keigwin Nicolas, Thomas Rowe, purser, and ten men wounded. The Légère's damages were chiefly confined to the hull, and her loss is reported to have been twenty-two men killed and seventy-nine wounded.

On the 18th of July, Captain Charles Malcolm, in the 38-gun frigate Rhin, having under his orders the frigates Menelaus and Havannah, Captains Edward Dix and William Hamilton; 18-gun brigs Fly and Ferret, Commanders Augustus Baldwin and James Stirling; and schooner Sealark, Lieutenant Robert Helpman, attacked a French convoy in the harbour of

Corigeou, Bretagne. The merchant vessels were protected by a battery eligibly situated at the point of the harbour, by a large body of troops, and by a man-of-war brig and two other armed vessels. The Ferret and Fly entered the harbour, while the seamen and marines of the squadron, commanded by Captains Malcolm and Hamilton, and Lieutenant of marines Benjamin Bunce, effected a landing, and after a sharp conflict the whole convoy was in possession of the British. The enemy had four men killed, and several, including officers, wounded, and the British party had one mortally and three slightly wounded.

On the 7th of August, the ex-emperor was transferred from the Bellerophon to the Northumberland, Captain Charles B. H. Ross, bearing the flag of Rear-Admiral Sir George Cockburn, K.C.B. On the 8th, the Northumberland sailed for St. Helena, on which island the "general" and his few attendants were landed on the 16th of October. Europe, being thus freed from the man who for so many years had involved it in war, now seriously set about effecting a permanent peace, and on the 20th of November a treaty was solemnly concluded at Paris between the different belligerent nations.

ABSTRACT of the Losses of Line-of-Battle Ships and Frigates sustained by the French, Dutch, Spanish, Danish, Russian, Turkish, and American Navies in the War commencing in May, 1803, and ending in July, 1815.

Nation.	Ships of Line.		Lost by Accident.	Frigates.		Lost by Accident.	Total.	Added to the British Navy.
	Capt.	Dest.		Capt.	Dest.			
French	26	9	1	55	15	5	111	59
Dutch	..	3	1	5	1	1	11	4
Spanish	10	1	..	6	1	..	18	11
Danish	18	..	..	9	1	..	28	24
Russian	1	..	..	..	..	..	1	..
Turkish	..	1	..	1	4	..	6	..
American	..	..	..	3	1	..	4	3
Grand Total	55	14	2	79	23	6	179	101

During the same period the losses of the British navy were as follow :—

Description.	Captured.	Destroyed.	Lost by Accident.			Total.
			Wrckd.	Fndrd.	Burnt.	
Ships of the line	..	..	8	3	2	13
Frigates, sloops, and smaller vessels	83	7	161	50	3	304
Grand Total	83	7	169	53	5	317[1]

[1] With reference to this total, it will be remarked that it is chiefly made up of small vessels, such as are not included in the recapitulation of the losses sustained by the other nations ; but it will further be observed, that throughout so long and severe a war, the total number actually taken or destroyed by the enemy is ninety only, and does not include one line-of-battle ship.

Recapitulatory Abstract[1] of the Number of Ships, including Frigates and Smaller Vessels, captured and destroyed by the British, from 1793 to 1815, not including Ships Lost by Accident.

Nation	Ships of the Line, including 50-gun Ships.		Frigates.		Corvettes, Brigs, &c. &c.		Total.	
	No.	Guns.	No.	Guns.	No.	Guns.	Ships.	Guns.
French	87	6,618	217	7,382	408	3,997	712	17,997
Dutch	29	1,794	40	1,336	103	775	172	3,905
Spanish	24	1,984	30	1,068	142	941	196	3,993
Danish	24	1,744	24	848	37	475	85	3,067
Russian	1	74	2	74	1	14	4	162
Turkish	1	74	7	270	7	96	15	430
American	..	..	3	139	14	176	17	315
	166	12,278	323	11,117	712	6,474	1,201	29,869
During the same period the British losses by capture were	7	470	27	856	132	1,691	166	3,017
Showing a difference of	159	11,808	294	10,261	580	4,783	1,035	26,852

[1] The above has been kindly furnished by Lieutenant Paul H. Nicolas. The totals do not exactly correspond with those already given; but we have great confidence in the correctness of the compiler.

1816.

BOMBARDMENT OF ALGIERS.

THE atrocities committed by the Algerines, and the barbarous massacre of the crews of more than three hundred small vessels, on the 23rd of May, 1816, at Bona, induced the British government to prepare an expedition to act against the forts and shipping of Algiers. Accordingly, on the 28th of July, a fleet, consisting of the following ships, sailed from Plymouth Sound :—

Guns.	Ships.	
100	Queen Charlotte ..	Adm. Lord Exmouth, G.C.B. (blue) Captain James Brisbane, C.B.
98	Impregnable	Rear-Adm. David Milne (blue) Captain Edward Brace, C.B
74	Superb	,, Charles Ekins
	Minden	,, William Paterson
	Albion	,, John Coode
50	Leander	,, Edward Chetham, C.B.
40	Severn	,, Hon. Frederick W. Aylmer
	Glasgow	,, Hon. Anthony Maitland
36	Granicus	,, William Furlong Wise
	Hebrus	,, Edmund Palmer, C.B.

Brigs—Heron, Mutine, Britomart, Cordelia, and Jasper : Commanders George Bentham, James Mould, Robert Riddel, William Sargeant, and Thomas Carew. Bombs—Beelzebub, Fury, Hecla, and Infernal : Commanders William Kempthorne, Constantine R. Moorsom, William Popham, and Hon. George J. Perceval. Hoy—Falmouth.

On the 9th of August, at 2h. P.M., the fleet anchored in Gibraltar Bay, where Lord Exmouth found the 74-gun ship Minden, which had been ordered on ahead when off Falmouth ; likewise the following Dutch ships, under Vice-Admiral Baron Van de Cappellen :—

Guns.	Ships.	Guns.	Ships.
40	Melampus	40	Amstil
	Frederica	30	Dageraad
	Diana	18	Eendragt

The baron at once volunteered the co-operation of his

MILE END

Exmouth

squadron, and the offer being readily embraced, Lord Exmouth made every preparation for attacking the Algerine batteries. On the 13th of August, the 18-gun brig Satellite, Commander James Murray, arrived from Algiers, and on the same day the captain of each ship received a plan of the fortifications, with instructions for their guidance. On the 14th, early in the forenoon, the wind having shifted to the southward, the whole fleet (except the Jasper, which was sent to England with despatches), amounting to twenty-three sail, with five gun-boats, and a sloop, fitted as an explosion-vessel, under the direction of Lieutenant Richard H. Fleming, weighed and proceeded on their destination.

On the 16th the wind blew from the eastward; in the evening the 18-gun corvette Prometheus, Commander William B. Dashwood, joined from Algiers, having on board the wife and children of Mr. McDonell, the British consul; but the Dey had detained the consul, and also the surgeon, three midshipmen, and eighteen men belonging to the Prometheus.

The fortifications of Algiers were deemed almost impregnable. Upon the various batteries on the north side eighty pieces of cannon and eight heavy mortars were mounted; but the water was so shoal that a large ship could not approach within their reach. Between the north wall of the city and the commencement of the pier (which is about 250 yards in length, and connects the town with the lighthouse), were about twenty guns; and a semicircular battery, mounting two tiers of guns, about forty-four in all, stood on the northern projection of the mole. To the southward of that, and nearly in line with the pier, was the lighthouse battery of three tiers, mounting forty-eight guns, next to which was the "eastern battery," mounting sixty-six guns, in three tiers, flanked by four other batteries of two tiers, mounting altogether sixty guns, and on the mole-head were two long 68-pounders, described as being twenty feet in length. The total number of guns on the mole was at least 220, composed of 32, 24, and 18-pounders. The fish-market battery, about 300 yards west from the south mole-head, mounted fifteen guns in three tiers. Between that and the southern extremity of the city were two batteries of five guns each. Beyond the city in this direction was a castle and three other batteries, mounting together about seventy guns. In

the rear of the city, and on the heights, were several other batteries; so that the total number of guns mounted for the defence of this fastness of robbery, oppression, and cruelty, exceeded 1,000.

On the 27th. at daybreak, the city was seen, the ships lying nearly becalmed. Lieutenant Samuel Burgess was then despatched to the Dey, to demand compliance with the following conditions:—The abolition of Christian slavery; the release of all Christian slaves; the repayment of the money recently exacted for the redemption of Neapolitan and Sardinian slaves; peace with the king of the Netherlands; and the immediate liberation of the consul, with the officers and boats' crews of the Prometheus. At 9h. Lieutenant Burgess, with a flag of truce flying, quitted the Severn frigate, which had towed the boat in-shore, and at 11h. A.M., when near the mole, was met by a boat, in which was the captain of the port, by whom an answer was promised to the demand in two hours. In the meanwhile, the sea breeze having sprung up, the fleet stood into the bay, and hove to about a mile from the city. At 2h. P.M., no answer having been received, Lieutenant Burgess made a signal to that effect, and pulled off towards the Severn. Lord Exmouth immediately demanded, by signal, if all the ships were ready, and being answered in the affirmative, the fleet bore up for the attack in the prescribed order.

At 2h. 35m. the Queen Charlotte anchored with springs about fifty yards from the mole-head; and while in the act of making a warp fast to an Algerine brig on shore at the mouth of the harbour, a shot was fired at the ship; and at the same moment two shot from the opposite end of the mole were fired at the Impregnable and other ships as they were advancing to take their stations. Lord Exmouth, unwilling to sacrifice the mass of persons standing on the parapet of the mole gazing with astonishment upon the Queen Charlotte, waved his hand to them to descend, and immediately afterwards gave orders to commence firing, and the action became general as the ships brought their guns to bear. On the Queen Charlotte's larboard bow lay the Leander, gallantly occupying the place of a line-of-battle ship, with her starboard after-guns bearing upon the mole, and her foremost ones upon the fish-market battery. Ahead of

the Leander was the Severn, her starboard broadside bearing full upon the fish-market battery. Close to the Severn was the Glasgow, whose larboard guns bore on the town batteries. On the larboard quarter of the Queen Charlotte was the Superb, her starboard broadside bearing on the 60-gun battery next to the one on the mole-head.

It was intended that the Impregnable and Albion should take their places close astern of the Superb ; but the former, not being sufficiently advanced when the firing commenced, brought up considerably outside her appointed station, and beyond the line of bearing within which the attacking force had been ordered to assemble. The Impregnable in consequence lay exposed, at the distance of 500 yards, as well to the lighthouse battery of three tiers, as to the eastern battery of two tiers. The Minden pushed on and dropped anchor in the space between the Impregnable and Superb, upon the larboard quarter of the latter. The Albion brought up near the Impregnable, but weighed again, and at 3h. anchored within her own length astern of the Minden. The end of the stream-cable was then passed out of the gun-room port of the latter, by means of which the Albion was hove close to the stern of the Minden. Thus the line-of-battle ships took their stations in a northerly direction from the mole-head ; and the frigates from the fish-market battery in a curved line to the south-west. The Dutch admiral intended to have placed his frigate in the centre of his squadron and against the batteries to the southward of the city ; but not being able to occupy this post, in consequence of the Diana's being too far to the southward, he gallantly ran past that frigate, and anchored the Melampus with her jib-boom over the Glasgow's taffrail. The Diana and Dageraad anchored astern of the Melampus, the two other frigates further out, but the corvette remained underweigh. The Hebrus being becalmed, anchored a little without the line on the larboard quarter of the Queen Charlotte. The Granicus hove to, in order to allow the large ships to take their places ; after which she steered for the admiral's flag, which was seen above the clouds of smoke, and anchored in a space scarcely exceeding her own length between the Superb and Queen Charlotte. The skill with which the Granicus was conducted to this station elicited the warmest admiration of all who

witnessed it. The brigs took station as most convenient, or continued underweigh. The bomb-vessels, except the Infernal, anchored about 2,000 yards from the enemy's works, but Captain Perceval, desirous to occupy a more effective position, took up an inside berth. The flotilla of gun-boats, mortar-boats, &c., under Lieutenant Frederick T. Michell, placed themselves where they could most annoy the enemy.

The fire of the Queen Charlotte was so well directed, that the third broadside rased the end of the mole to its foundation : she then sprang her broadside towards the batteries over the town-gate leading into the mole, and their demolition was as speedily effected.

The Leander opened fire upon the Algerine gun-boats and row-galleys, and in a short time committed great havoc amongst them. At about 4h. this ship ceased firing, while the barge of the Queen Charlotte proceeded to set fire to the Algerine frigate lying across the mole. This service was gallantly executed by Lieutenant Peter Richards, of the Queen Charlotte, having with him Major Gossett, of the engineers, Lieutenant of marines Ambrose A. R. Wolrige, and Henry B. M'Clintock, midshipman. In less than a quarter of an hour the frigate was in flames, and the barge had returned to the ship with the loss of two men killed. The blaze was so fierce, that Lord Exmouth testified his approbation by signalling to the fleet "Infallible." Aaron S. Symes, midshipman, in command of a rocket-boat, signalized himself greatly on this occasion. Although without orders, this gallant young officer followed the barge ; but, in consequence of the slow pace of the rocket-boat, the party became exposed to a heavy fire from the batteries, by which himself and nine of his boat's crew were wounded, and his brother-officer killed.

At 4h. 30m. Rear-Admiral Milne sent a message to Lord Exmouth, stating that the Impregnable had sustained a loss of 150 in killed and wounded, and requesting that a frigate might be sent to divert some of the fire from that ship. The Glasgow endeavoured to perform this service ; but it being perfectly calm, the frigate was unable after nearly an hour's exertion to reach the intended position, and anchored a short distance ahead of the Severn, with her stern towards that ship, and thus became exposed to a severe fire

from the fish-market and contiguous batteries. At 7h. the Leander, having also suffered severely from these batteries, ran out a hawser to the Severn, and sprang her broadside round upon them.

The mortar and rocket-boats had by this time set all the vessels within the harbour on fire, and the flames soon reached the arsenal and storehouses on the mole. The city was also on fire in several parts, from the shells thrown by the bomb-vessels. The ordnance sloop, fitted for an explosion-vessel, under the command of Lieutenant Richard H. Fleming, accompanied by Major Reed, of the engineers, and Commander Herbert B. Powell, a volunteer, was now run on shore close under the semicircular battery to the northward of the lighthouse; and at about 9h. this vessel, charged with 143 barrels of powder, exploded.

The fleet continued a tremendous cannonade until 10h. P.M., when the upper tiers of the batteries on the mole being nearly destroyed, and the lower tiers almost silenced, the Queen Charlotte cut her cables and stood out with a light air of wind from the land, directing the other ships to follow. The breeze was so light, that the Superb and Impregnable in standing off shore suffered much from the raking fire of a fort at the upper angle of the city. The Leander's cable having been slipped, that frigate, owing to the severe damages she had sustained aloft, was fast drifting towards the mole, and close to the enemy's ships on fire. In this emergency Captain Chetham directed Lieutenant George Mitford Monk to take charge of the boats, and make fast a hawser to the Severn, which ship, having her sails and spars in good condition, was drawing off the shore. The Leander's situation was extremely critical, for had she taken the ground, her destruction with a great part of her crew would have been certain. Two or three times the hawser parted, and was as often made fast afresh by Lieutenant Monk, the boats in the meanwhile being exposed to a continual fire of musketry from the mole-head. At length the Severn got a breeze, and drew the Leander from her perilous situation. Before 2h. A.M. on the 28th, the whole fleet was beyond the reach of the enemy's shot, while the ships were greatly assisted in taking up their anchorage by the blaze of the Algerine fleet, which illumined the whole bay. As if to add to the grandeur

of the scene, the thunder and lightning continued to play for nearly three hours, and the rain to pour in torrents. The loss sustained during this heavy day's work was as follows :—

Queen Charlotte : eight men killed ; Lieutenants George M. King, John S. Jago (acting), and Frederick J. Johnson (the latter mortally), Joshua Grimes, admiral's secretary, Captain (R.M. artillery) Charles F. Burton, Lieutenant of marines Patrick Robertson, Boatswain William Maxwell, George Markham, Henry Campbell, Edward Hibbert, Edward Stanley, Robert H. Baker, midshipmen, and Samuel Colston (clerk), eighty-two seamen, and thirty-five marines and sappers wounded. Total : eight killed and 131 wounded. Impregnable : John Hawkins, midshipman, thirty-seven seamen, ten marines, and two boys killed ; Master's mate G. N. Wesley, Henry Quinn, midshipman, 128 seamen, and thirty marines and sappers wounded. Total : fifty killed and 160 wounded. Superb : Thomas Howard, master's mate, Robert C. Bowen, midshipman, three seamen, and three marines killed ; Captain Ekins (slightly), Lieutenants Philip T. Horn, John McDougall, and George W. Gunning, William Sweeting and John H. Wolsely, midshipmen, sixty-two seamen, and sixteen marines wounded. Total : eight killed and eighty-four wounded. Minden : five seamen and two marines killed ; Charles C. Dent and Charles G. Grubb, midshipmen, twenty-six seamen, and nine marines wounded. Total : seven killed and thirty-seven wounded. Albion : Assistant Surgeon Thomas Mends, John Jardine, midshipman, and one seaman killed ; Captain Coode (severely), John Harvey, midshipman (mortally), ten seamen, and three marines wounded. Total : three killed and fifteen wounded. Leander : Captain of marines James Wilson, Lieutenant of marines George Baxter,—Lowdon, Richard Calthrop, and P. G. Hanwell, midshipmen, eleven seamen, and one marine killed ; and Lieutenants Henry Walker (*b*) and John S. Dixon, Edward Aitchison, William Cole, Dawson Mayne, Henry Sturt, George Dixon (midshipmen), and William W. Pickett (clerk), eighty-five seamen, and twenty-five marines wounded. Total : seventeen killed and 118 wounded. Severn : two seamen and one marine killed ; and James Forster (loss of arm), Charles Caley, William Ferror,

D. McNeale Beatty, and William A. Carter, midshipmen, twenty-six seamen, and three marines wounded. Total: three killed and thirty-four wounded. Glasgow: nine seamen and one marine killed; and Lieutenant Edmond W. Gilbert, Robert Fulton, master, Lieutenant of marines Athelstane Stephens. John Duffell, George W. Harvey, Wynne Baird, George H. Heathcote, and —— Keay, midshipmen, twenty-six seamen, and three marines wounded. Total: ten killed and thirty-seven wounded. Granicus: Lieutenants of marines William M. Morgan and William Renfrey, Robert Pratt, midshipman, eleven seamen, and two marines killed; and Lieutenant Henry A. Perkins, Lewis D. Mitchell, Lewis T. Jones, George R. Glennie, and Dacres F. Wise, midshipmen, thirty-two seamen, and five marines wounded. Total: sixteen killed and forty-two wounded. Hebrus: George H. A. Pococke, midshipman, and three seamen killed; and Aaron S. Symes, midshipman, eleven seamen, and three marines wounded. Total: four killed and seventeen wounded. Infernal: Lieutenant (R.M. artillery) James P. Bissett and one seaman killed; and Lieutenant John Foreman, Boatswain George Valentine, James Barber, James M. Cross, John H. Andrews (midshipmen), and Matthew Hopkinson (clerk), ten seamen, and one marine wounded. Total: two killed and seventeen wounded.

SUMMARY.

	Killed.	Wounded.	Total Killed and Wounded.
British	128	690	818
Dutch	13	52	65
Grand Total	141	742	883

No ship lost a spar; but the Impregnable, Leander, Superb, Granicus, and Glasgow had their masts and yards much damaged.

At daylight in the morning the bombs were ordered to return to their stations, and to be in readiness to renew the bombardment of the city, and Lieutenant Burgess was despatched, bearing a flag of truce, to repeat the demands made on the preceding day. The Algerine officer, who came out to meet the flag of truce, declared that an answer

had been sent the day before, but that no boat was found to receive it.

On the 29th, at 10h. A.M., the captain of the port came off, accompanied by the British consul. In the afternoon of the same day, Captain Brisbane had a conference with the Dey at his palace, after which several other conferences took place, and the result was, the delivery to the British of upwards of 1,200 Christian slaves, the restoration of 382,500 dollars for slaves redeemed by Naples and Sicily, peace with the Netherlands, and 30,000 dollars to the British consul, in compensation for the loss of his property, and a public apology for his detention. Having thus in the most complete manner accomplished the object of the expedition, the ships, on the 3rd of September, weighed on their return to England, leaving the Prometheus only to attend the British consul.

For the skill and valour displayed on this occasion Lord Exmouth was created a viscount of the United Kingdom, Rear-Admiral Milne was made a Knight Commander of the Bath, and Captains Ekins, Aylmer, Wise, Maitland, Paterson, and Coode, companions of the order. Commanders George Bentham, James Mould, and William Kempthorne were posted; and the following lieutenants promoted to the rank of commander: Frederick Thomas Michell, Peter Richards, John Davies, (*a*) Richard Fleming, and Samuel Burgess (flag), of the Queen Charlotte; James Boyle Babington, James Symons (flag) (*b*), and Thomas Revans, of the Impregnable; P. Thicknesse Horn, of the Superb; Joseph Benj. Howell, of the Minden; Robert Hay, of the Albion; Thomas Sanders, of the Leander; James Davies, of the Severn; George McPherson, of the Glasgow; John Parson, of the Granicus; and Edward H. Delafosse, of the Hebrus.

Thirty-two mates and midshipmen were also promoted to the rank of lieutenant. Never was there a more gallant achievement, or for a more praiseworthy object. The difficulties were great; but the conduct of the expedition had been committed to Lord Exmouth, avowedly one of the most energetic officers that ever graced the quarter-deck of a British ship, and nothing that skill or bravery could execute remained unperformed. The batteries by many were held to be impregnable, and such indeed they appeared.

The grand point, however, was gained when the Queen Charlotte took up the place chosen for her by the admiral, and from the moment of opening her terrific broadside the result was easily foreseen. We cannot conclude our account of this glorious exploit without adding that the conduct of the Dutch admiral and his squadron was gallant beyond all praise.

1827.

BATTLE OF NAVARIN.

In the summer of 1827, a squadron under Vice-Admiral Sir Edward Codrington, acting in concert with a division of French ships under Rear-Admiral De Rigny, and a Russian squadron under Rear-Admiral Count Heiden, assembled in the Mediterranean. The object in view was the enforcement of a protocol signed at St. Petersburg, on the 4th of April, 1826, for the protection of the inhabitants of the Morea from the cruelties practised upon them by the Turks, under Ibrahim Pacha. On the 3rd of September, an Egyptian fleet, with troops, entered the harbour of Navarin, where they were closely watched by the combined squadrons. On the 19th, finding that the British squadron alone remained off the port, Ibrahim Pacha, desirous of sending relief to Patras, ordered out a division of his fleet; but, finding their movements watched, the ships returned to Navarin.

Rear-Admiral De Rigny having rejoined the blockading squadron, a conference took place on the 25th at the tent of Ibrahim, who then agreed to suspend hostilities against the Greeks until an answer could be obtained from Constantinople, and that in the meanwhile the fleet should not quit the harbour. Upon the faith of this assurance, nearly all the ships were withdrawn from before Navarin. Part of the squadron was sent to Malta to refit, the British admiral repaired to Zante, and the French to Milo for provisions. The Dartmouth and Armide alone remained off the port.

Scarcely had the Asia anchored at Zante, when the Dartmouth hove in sight with the signal flying that the Turks had put to sea; and the Armide having proceeded towards Milo, overtook the French admiral before reaching that place. Sir Edward Codrington, having with him a frigate and two corvettes only, intercepted the Turkish squadron, consisting of seven frigates, nine corvettes, two brigs, and

Edwd Codrington

nineteen transports; which on his firm remonstrance all put back. A second division of six Egyptian frigates and eight brigs had likewise put to sea, but they also returned, and the whole re-entered Navarin on the 4th of October. By the 15th, the different squadrons were again assembled before Navarin; and Ibrahim, thus blocked up, continued his tyrannical proceedings inland. Various attempts were made to communicate with Ibrahim, but without success, and a final conference was called on the 18th of October on board the Asia, at which it was decided upon to enter the harbour of Navarin, and from thence renew the negotiations. On the evening of the 19th, Vice-Admiral Codrington issued full instructions to the whole force, British and foreign, pointing out the position for anchoring each division, but concluding with the well-known advice of Lord Nelson: "If a general action should take place, no captain can be better placed than when his vessel is alongside one of the enemy."

The harbour of Navarin is about six miles in circumference; the mainland bends round three sides of it almost in the form of a horse-shoe, and the island of Sphacteria, two miles in length and a quarter of a mile in breadth, stretches across from one headland to the other. The only available passage into Navarin is about 600 yards in width, and at the southern end of the island. On entering this passage there appears on the right hand a bold promontory, on which stand a fortress and the small walled town of Navarin, near to which Ibrahim's army was encamped. On the southern extremity of the island, almost opposite to the fortress on the promontory, another fort was placed. The first fortress was mounted with 125 guns, and, with that on the island, was well placed to defend the entrance of the harbour, as well as to command the anchorage within. At the northern end of the island was a third battery, which also commanded the harbour.

At about 1h 30m. P.M., on the 20th of October, the signal was made by the Asia to prepare for action, and the combined fleet, consisting of the following ships, immediately weighed, and stood into the harbour; the British and French forming the weather or starboard column, and the Russians the lee line.

BRITISH.

Guns.	Ships.	
80	Asia	Vice-Adm. Sir Edw. Codrington, K.C.B. Captain Edward Curzon
74	Genoa	Commodore Walter Bathurst
	Albion	Captain John A. Ommanney
46	Dartmouth	,, Thomas Fellowes
50	Glasgow	,, Hon. James A. Maude
48	Cambrian	,, Gawen W. Hamilton
28	Talbot	,, Hon. Frederick Spencer

Corvette—Rose; brigs—Philomel, Brisk, and Musquito: Commanders Lewis Davies, Viscount Ingestrie, Hon. William Anson, George B. Martin; and Hind cutter (tender to Asia), Lieutenant John Robb.

FRENCH.

Guns.	Ships.	Guns.	Ships.
60	Syrène	46	Armide
80	Trident		Corvettes.
78	Scipion		Alcyone
80	Breslau		Daphne

RUSSIAN.

Guns.	Ships.	Guns.	Ships.
80	Azoff	46	Provernoy
76	Gargoute	48	Constantine
	Ezekiel	46	Elena
	Newsky		Castor

About 2h., the Asia leading, arrived at the mouth of the harbour, and passed unmolested within pistol-shot of the heavy battery on the starboard hand. The Turkish and Egyptian ships were moored in the form of a crescent, the largest presenting their broadsides towards the centre, and the smaller ones inside filling up the intervals, the whole consisting of one ship of eighty-four[1] guns, two of seventy-four,[1] two of sixty-four, two of sixty, two of fifty guns, fifteen 48-gun frigates, twenty-six large corvettes, eleven brigs, and five fire-ships; making, with about forty transports, a total of above 100 sail, mounting together near 2,000 guns.

The Asia anchored close alongside a ship of the line, bearing the flag of the Capitan Bey, and on the larboard or inner quarter of a double-banked frigate, with the flag of Moharem Bey, commander-in-chief of the Egyptian squadron. The Genoa following within 100 yards of her leader, brought up

[1] Each of these ships mounted on the lower decks four guns, of 10-inch bore, for throwing marble shot of 120 lbs. weight.

abreast of a double-banked frigate astern of the admiral; the Albion anchored astern of the Genoa. To windward of the fleet were four ships, being part of the Egyptian squadron, which were intrusted to the Russian admiral, and those to leeward in the bight of the crescent were to mark the stations of the whole Russian squadron, the ships of their line closing those of the English line, and being followed up by their frigates. The French frigate Armide was directed to take her station alongside the outermost frigate on the left-hand side on entering the harbour, and the Cambrian, Glasgow, and Talbot, next to her, and abreast of the Asia, Genoa, and Albion. The Dartmouth, Rose, Wasp, Philomel, and Musquito, were directed to watch the movements of the fire-ships at the entrance of the harbour. Strict orders were issued by Vice-Admiral Codrington that not a gun should be fired unless the allied squadrons were first attacked by the Turks, which orders were rigidly observed.

Although the Turkish fleet and batteries were prepared for action, and to resist the bold proceeding of the British admiral, the Asia, Genoa, and Albion were suffered to enter and to take up their positions without molestation. The Dartmouth followed, and anchored close to the division of fire-ships, when Captain Fellowes, perceiving certain movements on board one of them, which induced him to believe the Turks were about to act offensively, sent a boat under the command of Lieutenant George W. H. Fitzroy, accompanied by Austin Forbes, midshipman, to request that the fire-ships should quit the anchorage occupied by the allies. The Dartmouth's boat accordingly proceeded alongside the ship, when a fire was opened upon the boat, by which Lieutenant Fitzroy was killed, and many of the boat's crew killed and wounded. A fire of musketry was instantly opened upon the Turkish vessel from the Dartmouth and also from the Syrène to cover the boat, which succeeded in regaining her ship. A shot from the Turkish admiral's ship followed this outbreak, upon which the whole allied squadron in a position to do so opened fire upon the Turks.

The Asia, although abreast the ship of the Capitan Bey, was nearer to that of Moharem Bey; and as the latter did not fire at the Asia, the Asia did not fire at her. A messenger was also sent on board the Asia by Moharem Bey to

the effect that he would not fire at all, upon which Vice-Admiral Codrington sent a boat with Mr. Peter Mitchell, the pilot, who acted as interpreter to assure Moharem of his desire, if possible, to avoid bloodshed; but on descending the side of the enemy's ship, the pilot was shot dead. Soon afterwards the Egyptian opened fire, and, as described by Sir Edward Codrington in his despatch, the ship "was consequently effectually destroyed by the Asia's fire, sharing the same fate as his brother admiral on the starboard side, and falling to leeward a complete wreck."

The action then became general: two fire-ships were in flames, and a third blew up, while a fourth was sunk by the well-directed broadsides of the Philomel. The forts opened upon the allies, and that of Navarin especially committed much havoc, but probably upon friends as well as foes. The Russian ships did not reach the positions assigned them till 3h. P.M., when the cannonade became most animated. The Asia's fire having, as above stated, disposed of her two opponents, the ship became exposed to a severe raking fire from the ships of the inner lines, by which her mizenmast was shot away, several guns disabled, and many of her crew killed and wounded. The master of the Asia, William Smith, was killed in the early part of the action, while bringing both broadsides to bear upon the Turkish and Egyptian admirals. Captain Bell, of the marines, also fell, and Sir Edward Codrington was struck by a musket-ball, which knocked his watch out of his pocket and battered its cases.

The Genoa, the admiral's next astern, suffered most severely. This ship commenced the action at about the same time as the Asia, and being closely engaged during the whole of the contest, performed excellent service. As the Turks fired high, the carnage among the marines on her poop was excessive, and it was at length considered prudent to remove the remainder of them to the quarter-deck. Commodore Bathurst was wounded early in the action by a splinter, which struck off his hat and lacerated his face. Another shot took off the tails of his coat, and he was at length mortally wounded by a grape-shot, which, entering his side and passing through his body, struck the opposite bulwark.[1]

[1] Commodore Bathurst survived eleven hours, and before his death

The Albion, being the next astern of the Genoa, was exposed to the united fire of a cluster of ships, including one 74 and two 64-gun ships, upon which, at 2h. 45m., she opened her broadside. About half an hour after the commencement of the action one of the Turkish ships fell foul of the Albion, and her crew made an attempt to board, but which was repulsed with heavy loss. The Turkish ship was in turn boarded by Lieutenant John Drake, at the head of a party of men, who compelled the Turks to call for quarter. The British were in the act of releasing a number of Greek prisoners secured in the hold of this ship, when she was discovered to be on fire. Lieutenant Drake therefore considered it expedient to return to the Albion, and the cables of the Turkish ship having been cut by one of the Albion's midshipmen—whose name is not, as it deserves to be, mentioned—the ship drifted clear of the Albion, enveloped in flames, and shortly afterwards blew up with a tremendous explosion. The absence of this combatant enabled the two remaining ships to open with more effect upon the Albion; but so vigorous was the fire of the British ship, that the largest of the two was shortly in flames. The Albion continued the engagement till dusk, when, taking advantage of a breeze of wind, she got underweigh and stood out to clear herself from the numerous blazing ships about her.

The performances of every ship engaged are almost equally well spoken of, but the gallantry of the commander and crew of the Hind cutter deserves especial mention. The Hind, a cutter of 160 tons, mounting eight light carronades, and manned with a crew of thirty men, was the Asia's tender, and commanded by Lieutenant John Robb. The Hind had been despatched to Zante, and only returned as the allied squadrons were entering Navarin, when, notwithstanding his paltry force, the gallant lieutenant determined to have his share in the glories of the day. He accordingly entered, and, taking up an excellent raking position athwart the stern of a large frigate, at the distance of about forty yards, opened upon her a very smart fire. After occupying this position

was visited by Sir Edward Codrington, to whom he expressed his earnest anxiety for the welfare of his officers. His body was, at his request, brought to England in the Genoa; and he was buried at Plymouth, with military honours, on the 27th of December.

about three-quarters of an hour, exposed to the fire of various smaller vessels, the Hind's cable was cut by shot, and when clearing away a second anchor to let go, it was found disabled by shot. This was, however, dropped, but it did not bring the vessel up until between a large corvette and a brig, both of which she engaged until the Turkish brig caught fire and blew up. The Hind then continued to fire upon the corvette until, her remaining cable being cut, she dropped clear of this adversary. After drifting about for some time in the hottest part of the action, the Hind at length came in contact with a large Turkish frigate, her mainboom entering one of the main-deck port-holes, when the cutter's crew, which Lieutenant Robb, with much consideration, had ordered below to shelter themselves, himself remaining on deck, were called up to repel the boarders, which the Turks were about to throw upon her deck. Notwithstanding the repeated attempts of her numerous enemies, so gallant and well trained were the Hind's men, that on each occasion the Turks were repulsed with loss, and, the latter growing desperate by the opposition offered, a large boat, numerously manned, put off from the frigate, in the hope of carrying the cutter in this way. The boat was nearly alongside the Hind, when two carronades, charged to the muzzle with grape and canister, were discharged with such precision that the Turkish boat was knocked to pieces. The Hind soon afterwards drifted clear of the frigate, and the general cessation of firing put a period to her gallant career. Her loss amounted to the mate and three men killed, and a midshipman and nine men wounded, several severely. Three of her carronades were dismounted, and twenty-three round shot had entered her hull.

The Rose, Philomel, and Talbot, were also greatly distinguished; and Lieutenant Maine Lyons, of the former, was mortally wounded while gallantly endeavouring to tow a fire-ship, which was in flames, clear of the Armide. He succeeded in effecting this object, after which the blazing vessel dropped alongside a Turkish frigate and blew up. The French ships behaved admirably; and the Russians also elicited Sir Edward Codrington's warmest applause; in fact, the positions of the contending ships were such that the mutual and most perfect co-operation of each ship of the

allied squadrons was absolutely necessary to bring about a favourable termination. Had the Russians or French not taken their full share in the day's proceedings, the British must have been annihilated.

The state of the Turkish fleet on the morning after the action is thus described in Vice-Admiral Codrington's official letter: "Out of a fleet composed of eighty-one men-of-war, only one frigate and fifteen smaller vessels are in a state ever to be again put to sea."

The loss sustained by the British on this occasion was as follows:—

Asia: William Smith, master, Captain of marines George A. Bell, Philip Dumaresq, mate, John Lewis, boatswain, Peter Mitchell (pilot and interpreter), and fourteen seamen and marines killed; and Henry S. Dyer, secretary, H. J. Codrington, William V. Lee, and R. H. Bunbury, midshipmen, and C. Wakeham, clerk, severely, and Lieutenant-Colonel Craddock (a passenger), and fifty-one seamen and marines wounded. Genoa: Commodore Walter Bathurst, Peter Brown and Charles Bussell, midshipmen, and A. J. T. Rowe, master's assistant, and twenty-two men killed; and Captain of marines Thomas Moore (mortally), Lieutenant Henry R. Sturt, Herbert B. Gray, midshipman, and James Chambers, volunteer 2nd class, and twenty-nine men wounded. Albion: Captain of marines C. J. Stevens, Edward R. Foster, master's assistant, and eight men killed; and Reverend E. Winder, chaplain, Commander John N. Campbell, Lieutenant J. G. d'Urban, William Lloyd, mate, Frederick Gray, midshipman, W. F. O'Kane, assistant surgeon, James Stewart, clerk, and forty-two seamen and marines wounded. Dartmouth: Lieutenant G. W. H. Fitzroy, and Brown Smith, midshipman, and four men killed; and Lieutenant Spencer Smyth, Launcelot Harrison, mate, and six men wounded. Glasgow: two men wounded. Talbot: W. J. Goldfinch, midshipman, and five men killed; and Lieutenant Robert S. Hay, Alexander Cotton, midshipman, J. Delamore, schoolmaster, Joseph Gay, clerk, and thirteen men wounded. Cambrian: Lieutenant of marines Philip Sturgeon killed, and one marine wounded. Philomel: one marine killed, and seven men wounded. Rose: three seamen killed, and Lieutenant Maine Lyons (mortally), Douglas Curry and M. Williams,

midshipmen, and twelve men wounded. Brisk : Henry Campling, purser, killed, and John Scott, surgeon, and two seamen wounded. Musquito : two men killed, and four wounded. The Hind's loss is included in the Asia's report.

The following table exhibits the loss of the British and also of the allies:—

Ships.	Loss.		Ships.	Loss.	
	Killed.	Wounded.		Killed.	Wounded.
BRITISH.			Breslau	1	14
Asia	19	57	Armide	16	25
Genoa	26	33	Alcyone	1	9
Albion	10	50	Daphne	1	8
Dartmouth	6	8			
Glasgow	..	2		43	144
Talbot	6	17	RUSSIAN.		
Cambrian	1	1	Azoff	24	67
Philomel	1	7	Gargoute	14	37
Rose	3	15	Ezekiel	13	18
Brisk	1	3	Alexander Newsky	5	7
Musquito	2	4	Constantine	..	1
	75	197	Provernoy	3	4
FRENCH.			Elena	..	5
Syrène	21	45	Castor	..	..
Scipion	3	36			
Trident	..	7		59	139

Grand Total—177 killed, 480 wounded.

SUMMARY.

	Killed.	Wounded.	Total Killed and Wounded.
British	75	197	272
French	43	144	187
Russian	59	139	198
Grand Total	177	480	657

Sir Edward Codrington was advanced to the dignity of the Grand Cross of the Bath, and the captains and commanders present in the action were nominated companions of that order. Commanders Davies, John Norman Campbell (of the Albion), Hon. W. Anson, and Viscount Ingestrie, were pro-

moted, and made companions of the Bath ;[1] and Lieutenants Thomas Dilke (flag) and Robert F. Gambier, of the Asia ; John Drake, Albion ; Thomas Smith (*b*), Genoa ; Spencer Smyth, Dartmouth ; John Monday, Glasgow ; Peter Christie, Cambrian ; John Hamilton, Brisk ; Hon. William Edwardes (acting commander of Gannet) ; Robert S. Hay, Talbot ; and Richard S. Tomkins, Philomel, made commanders. Twelve mates were also immediately promoted to the rank of lieutenants, and the first lieutenant and senior mate of each ship promoted. The emperor of Russia conferred the Grand Cross of St. George on Sir Edward Codrington, and he was honoured with the Grand Cross of St. Louis by the king of France. The captains were also distinguished by those sovereigns with crosses of St. Vladimir or of St. Anne, and the cross of St. Louis of France. Captain Fellowes was nominated Knight Commander of the royal Legion of Honour. The naval medal has been recently awarded to the officers and men employed in the above distinguished service.

[1] Commanders Robert L. Bayne (of the Asia) and Geo. B. Martin not having served the time to qualify them for promotion, were not made with the others, but they ultimately gained the rank and lost no part of the orders dispensed. The promotion of Lieutenant George Daniell, of the Musquito, was also delayed from a similar cause.

1840.

OPERATIONS ON THE COAST OF SYRIA.

With the exception of our co-operation with the army of the queen of Spain during the civil wars of that country, in 1836-37, the navy had remained in a state of peaceful inactivity since the attack upon the Turkish and Egyptian fleets just recorded. Its energies were, however, once more called into action by the decision of the four great powers, or quadruple alliance, in reference to the Turco-Egyptian question. The Mediterranean fleet was commanded by an officer whose long experience and sound and mature judgment were unshaken by time; and who, to a clear perception of the proper line of conduct to be pursued, added firmness of purpose worthy of the great leaders from whom he had taken his professional lessons.

Mehemet Ali, Pacha of Egypt, having virtually thrown off his allegiance to the Sublime Porte by retaining possession of the Turkish fleet at Alexandria, it was determined to reduce him to subjection. It was generally believed that France was busily at work through the Pacha, and encouraging him in his resistance; and it is surmised that the smallest reverse met with by the allies would have drawn down upon them the French force in the Mediterranean. In a word, our success averted a war with France. The four powers concerned in the subjugation of Mehemet Ali were Austria, Russia, Prussia, and England; but the brunt of the work fell upon England. The fleet in the Mediterranean, or on its way thither, in September, 1840, the period of the commencement of hostilities, consisted of the following:—

Guns.	Ships.	
104	Princess Charlotte	Admiral Hon. Sir Robert Stopford, G.C.B., G.C.M.G. (red) Captain Arthur Fanshawe
84	Powerful	Commodore Charles Napier, C.B.
80	Bellerophon	Captain Charles J. Austen
76	Revenge	,, Hon. W. Waldegrave (*a*)

Robert Stewart

Guns.	Ships.		
84	Asia	Captain	William Fisher
74	Implacable	,,	Edward Harvey
84	Ganges	,,	Barrington Reynolds, C.B.
92	Rodney	,,	Robert Maunsell, C.B.
84	Thunderer	,,	Maurice F. F. Berkeley
80	Vanguard	,,	Sir David Dunn, K.H.
72	Edinburgh	,,	W. W. Henderson, K.H.
	Hastings	,,	John Lawrence, C.B.
	Benbow	,,	Houston Stewart
78	Cambridge	,,	Edward Barnard

36-gun frigates—Castor and Pique; Captains Edward Collier and Edward Boxer. 26-gun frigates—Carysfort, Tyne, and Talbot; Captains H. Byam Martin, John Townshend, and Henry J. Codrington. Corvettes—Dido, Daphne, and Magicienne; Captains Lewis Davies, C.B., John W. Dalling, and Frederick T. Michell. Steam-ships—Gorgon and Cyclops; Captains William H. Henderson and Horatio T. Austin: Vesuvius, Hydra, and Phœnix; Commanders Thomas Henderson, Robert S. Robinson, and Robert F. Stopford: and Confiance; Lieutenant Edward Stopford. Brigs, &c.—Wasp, Commander George Mansell; Zebra, Commander James J. Stopford; Hazard, Commander Honourable C. J. J. B. Elliot.

On the 29th of August, the Dido, which ship had been sent on a mission to Constantinople, joined the admiral at Alexandria with despatches; in which it was stated that the French ambassador had declared it was not the intention of that nation to interfere in reference to the proposed settlement of the Turco-Egyptian dispute. Immediately upon his arrival, Captain Davies received orders to proceed to the coast of Syria to join the squadron under Commodore Napier, and on the 1st of September the Dido reached Beyrout, where the Powerful, five sail of the line, two frigates, one corvette, two brigs, and two steam-ships were lying.

On the 9th of September the admiral arrived with the remainder of the fleet, together with three Austrian and five Turkish ships of war, the former commanded by Rear-Admiral Bandiera, and the latter by Rear-Admiral Walker Bey.[1] In the interim Commodore Napier had been gaining every possible information relative to the enemy's coast and defences, and on the arrival of the admiral, hostilities were immediately determined on, the commodore, in con-

[1] This officer (the present Sir Baldwin Wake Walker, K.C.B.) was a captain in the British navy, but lent to the Turkish government to command their fleet.

sequence of the ill state of health of Colonel Sir Charles Smith, of the engineers, being intrusted with the chief management of the operations. On the same night the marines of the fleet, and also 5,400 Turkish troops, were ordered to embark on board the steam-ships Gordon, Cyclops, and Phœnix, and to make a feint of landing on the cape, under cover of the guns of the Dido and Wasp. The two latter vessels accordingly anchored as close to the shore as their draught of water would allow them; the Dido, the outside vessel, being about 600 yards from the rocks. The next morning the whole fleet got underweigh and stood close in, and the Benbow having anchored, commenced throwing shells with great precision; several other ships also opened fire. Having by these means drawn the enemy to a particular part of the cape, the commodore, by signal from the admiral, crossed the bay to a spot distant ten miles from the supposed place of disembarkation, where a landing was effected in D'Jouni Bay without opposition.

This service completed, the Carysfort and Dido were ordered to the northward to the attack of a strong tower at Gebail, garrisoned by Arnaut troops. On the evening of the 11th of September, the Cyclops, having on board 220 marines and 150 mountaineers, joined, with orders that Gebail should be bombarded; and accordingly the three vessels anchored at noon on the 12th abreast of the town, and within about 500 yards of the shore. In addition to the strength of the castle, the town presented a solid front of low stone houses. which had altogether a most compact appearance. The frigate and corvette commenced firing round and grape, but at intervals only, under the idea that the place would soon show a desire to surrender; but no such signs appearing, the firing was increased, and continued for the space of an hour, the Cyclops occasionally dropping shells in the town.

At the expiration of this time the marines and mountaineers were landed a few hundred yards to the southward of the town, under the command of Captain Austin, accompanied by Lieutenants Charles R. Johnson, E. K. H. Hallett, Charles Thomson, and George Giffard, and William Buttler, mate, and the marines under the orders of Captains Charles Robinson and Richard Searle, and Lieutenants Richard C.

Spalding, Robert T. Harrison, W. R. Searle, and C. W. Adair. The party rapidly ascended the beach, and scrambled over stone dykes and through cactus fences, without any other object to direct them than the view of the lofty walls they were about to attack. On arriving under the castle, the party first became acquainted with the strength of the enemy with which they had to contend, and which had been greatly underrated. When within a short distance of the castle, the party became exposed to a heavy discharge of musketry from loop-holes nearly level with the ground. The assailants were now brought to a stand-still; and exposed to an incessant fire from concealed enemies, the only return that could made to which was by firing on the loop-holes, it was judged necessary to retreat to the boats. The British loss in this untoward business amounted to five men killed and eighteen wounded, including among the latter Lieutenant George Giffard (severely), and Lieutenant Adair of the marines.[1]

Having returned to the Cyclops, the bombardment recommenced, and continued for four hours; but no visible impression was made, with the exception of the fall of a cupola surmounting a mosque. In the night the Arnaut troops, previously reduced to extremities by the want of provisions, evacuated the place, and it was taken possession of by the mountaineers, all of whom were supplied from the Cyclops with arms and ammunition. The Castle of Gebail was sufficiently strong to have withstood the whole Mediterranean fleet. Its walls were composed of immense blocks of stone, many twenty feet in length and twelve in thickness; within which 500 men might have sheltered themselves with perfect safety and ease.[2]

On the 15th of September, the Carysfort in tow of the Cyclops removed to the northward to Batroun, where, observing parties of Albanians in different parts of the town,

[1] An English flag which had been planted on the garden-wall as a signal to the ships, having been accidentally left there after the marines had retired, Lieutenant Sidney Grenfell and — Macdonald, seaman of the Cyclops, gallantly volunteered to recover it, which was effected amid the cheers of the squadron.

[2] Mr. Hunter, in his published account of these operations, considers this castle to be of great antiquity, and to bear evidence of Roman and Saracenic repairs.

they stood close in and opened fire. A landing was then effected by 250 armed mountaineers, in the boats of the Hastings, Carysfort, and Cyclops, in charge of Lieutenants Charles Thomson, William K. Stephens, and Edmund A. Glynn, mate. The mountaineers gained possession of the town with the loss of only one man wounded.

The marines and Turkish troops which had landed at D'Jouni Bay on the 10th, were well encamped, and remained undisturbed under the orders of Commodore Napier. Sir Robert Stopford being desirous to stay any further hostile proceedings if possible, in conjunction with Rear-Admiral Bandiera, wrote a letter to Suleiman Pacha, the commander-in-chief of the Pacha's forces; but this having produced no effect, it was determined to bombard Beyrout. This was accordingly proceeded with and continued at intervals for several days.[1]

The bombardment was continued until the 14th, when all except the Edinburgh, Hastings, and Bellerophon, were withdrawn, and ordered to proceed in different directions to harass the enemy and distribute arms among the mountaineers.

The Benbow, accompanied by the Carysfort and Zebra, on the 20th anchored off the small island of Ruad. Learning that there was a probability of gaining possession of the provisions and stores at Tortosa, intended for the use of near 3,000 of the Pacha's troops, the three ships proceeded thither. Arriving off that place, the Carysfort and Zebra were ordered to anchor as close to the shore as possible, and they brought up within 500 yards. Information was here brought by deserters that there were no troops at that time quartered at Tortosa, and that there would be no difficulty in obtaining possession of the corn-store. An attempt was therefore determined upon, and the Carysfort and Zebra having succeeded in effecting a breach in the wall of the

[1] "In the midst of the firing," says Mr. Hunter, "a white flag being seen hoisted in the town, hostile proceedings were instantly suspended; and on a boat's proceeding to the shore, the Indian mail, which had arrived by way of Bagdad, was handed to the officer, with Suleiman Pacha's compliments to Admiral Stopford. The latter, on his part, immediately forwarded a letter of thanks to the pacha, and accompanied it with a package of foreign wine, which had been seized in an Egyptian vessel directed to Suleiman. Firing was then resumed."

castle, the boats of the squadron were, on the afternoon of the 25th, despatched on this service. Lieutenant Edward P. Charlewood, of the Benbow, was intrusted with the charge of a pioneer party, consisting of Mr. Turner, the gunner, and eight men, which party embarked in the cutter, while the larger boats, containing Lieutenant Robert S. Harrison and fifty marines, the whole under the command of the Benbow's first lieutenant (William Maitland), were to follow. Lieutenant W. K. Stephens, of the Carysfort, was ordered to take charge of the boats, after the marines and storming party had landed.

The town presented at its sea front a line of wall flanked at either angle by a tower, and the distance from the sea to the breach in the wall was not more than sixteen or eighteen yards. At a little past 1h. P.M. the boats quitted the Carysfort, and Lieutenant Charlewood reached the beach, and effected a landing without difficulty. Not so the larger boats. All four were intercepted, when about thirty yards from the shore, by a ledge of rocks, over which the Benbow's cutters, drawing less water, had passed without obstruction. This had, however, been foreseen by the enemy; and as soon as the boats touched the rocks, a heavy fire of musketry was opened upon them from loopholes, as well as from the breach, and every crevice made by the shot of the ships. Lieutenant Maitland, removing about fourteen men from the Benbow's launch into one of the cutters, landed, or there is little doubt that the pioneer party must have been cut off. In the meanwhile, Lieutenant Charlewood, with the pioneers, broke open several stores, and having found one filled with rice and another with corn, he ran back to inform Lieutenant Maitland and request more men. During his absence, the pioneers broke down another door, where they found a number of soldiers. A struggle ensued, in which two soldiers were killed; but the pioneers having only their axes, were compelled to retreat. The return of Lieutenant Charlewood with a few men checked the advance of the soldiers, who did not appear disposed to follow. Finding under the circumstances that there was no chance of effecting anything, Captain Stewart, who had followed in his own boat, made the signal of recall, and those who had landed reached their boats in excellent

order, leaving nothing behind, and having only one man wounded.

The loss sustained in the grounded boats must inevitably have been more severe than it was, had it not been for the great precision of the covering fire of the Carysfort and Zebra, the shot from the guns of these ships passing close over the heads of the British. The loss was as follows: two seamen and three marines, of the Benbow, killed; ten seamen and four marines wounded; and three men of the Zebra wounded. Total: five killed and seventeen wounded, three severely.

The Castor and Pique, on being withdrawn from before Beyrout, sailed to the southward, Captain Collier, who was the senior officer, having orders to proceed to Caiffa, off which place the two frigates, accompanied by the Ottoman frigate Dewan, appeared on the 16th. On the following morning two boats, one in command of Lieutenant Charles F. A. Shadwell, of the Castor, and the other belonging to the Turkish frigate, bearing flags of truce, were sent in to summon the garrison to surrender; but neither was suffered to approach the shore. The ships therefore, on the return of the boats, opened fire upon the batteries, and although these were of some strength, the suddenness of the attack was such that after the first few broadsides the troops abandoned the town in great confusion. The Ottoman flag was shortly afterwards planted upon the walls of Caiffa by the British officers, who next destroyed eight guns with their carriages, and brought off a quantity of ammunition and two 13-inch mortars, all of which were put on board the Dewan.

On the 18th, the Castor shifted her berth to cover the entrance to the Acre gate, at the distance of one mile from which about 500 troops were distinctly seen drawn up. Towards noon, an officer and a few men having taken possession of a small castle mounting five guns, in the rear of and commanding the town, the Castor and Pique opened fire upon them; and in the course of a short time the Egyptians were completely driven out, the officer being wounded. As the destruction of this castle was considered desirable, Captain Collier ordered the marines of the two frigates, with their respective officers—Lieutenants Berney

Varlo, R. Y. S. Moubray, and Charles O. Hambly, with Lieutenant George G. Wellesley, and James H. Cockburn and Leonard Gibbard, mates, of the Castor; Lieutenants H. J. Gallwey and John Macdougall, and Frederick Morris and W. J. A. Heath, mates, of the Pique—the whole party under the command of Lieutenant Charles G. E. Patey, of the Castor, to effect a landing for this purpose. Although in sight of the force already mentioned, the British landed without opposition; and, after throwing the guns over the ramparts and destroying the fortifications, the party returned to their ships. Lieutenant Macdougall, of the Pique, was severely wounded by the discharge of a gun, which he was in the act of spiking; and Mr. Gill, carpenter of the same ship, was wounded by the explosion.

From Caiffa, the Castor and Pique, on the 24th, sailed to Tsour (or Tyre), from which place the Egyptian troops, 500 in number, were driven by the fire of the two frigates, and the town taken possession of by the British. A large quantity of corn was found in the government stores at this place, which, as well as a quantity of ammunition, was brought away. Captain Collier mentioned in the highest terms the officers and seamen of both ships employed on shore, under the orders of Lieutenants Patey and Douglas Curry, who had a very arduous duty to perform in levelling sand-banks, which the enemy had thrown up to the height of ten feet to cover the approaches to the town from the fire of the ships. The Castor and Pique remained on this part of the coast.

It was next determined to endeavour to capture the city of Sidon by storm, and accordingly Commodore Napier received orders from the admiral to take under his command the 84-gun ship Thunderer, Austrian frigate Guerriera, 18-gun brig Wasp, and a Turkish corvette; together with the two steam-frigates Cyclops and Gorgon, containing 500 marines under Captain Arthur Morrison, and a battalion of the same number of Turkish troops. On the 27th of September, at daylight, this squadron got underweigh, the utmost secrecy being observed as to its destination. The commodore, on his arrival at Sidon, was joined by the steam-ships Stromboli, just from England, and Hydra, from Tyre; the former

having on board 284 marines, under Captain James Whylock, and on board the latter was Rear-Admiral Walker Bey.

The town of Sidon is built upon an eminence rising abruptly from the sea. It contains a large number of houses closely packed together, and enclosed on three sides by strong walls of considerable height. The principal gate in the line of wall is on the north side, near the sea, and is very well defended. On that side the town is approachable from a broad smooth beach. Towards the south, Sidon rises from the level country by a short but steep ascent, upon which is a small citadel of no great strength. On the sea-front there is no wall; but the houses, being for the most part built of stone, in the most substantial manner. offered equal obstruction to an enemy. The ruins of an old mole also prevented any very near approach; and, still more to strengthen this position, intrenchments had been constructed to oppose a landing. A castellated fort of considerable size projects at the same part about 100 feet into the sea, and is connected with the town by a bridge, at the land end of which a large well-built barrack defended the shore.

Before attacking so formidable a place, it became necessary to make great preparations; and it is but justice to the commodore to state that nothing which prudence and foresight could suggest appeared wanting in the arrangements. The wind being light, the Thunderer, Guerriera, Wasp, and Turkish corvette, were towed to their assigned positions by the steam-ships. The Guerriera and Turkish corvette were placed by Captain Berkeley abreast the town; the Wasp and Stromboli anchored more to the southward, in order to flank it; and the Gorgon, Cyclops, and Hydra anchored to the northward, close to the castle. A peremptory summons was then despatched to the governor of Sidon, with which he refused compliance; and at about noon the squadron opened fire. For nearly an hour the cannonade was continued without making much visible impression; but at 1h. P.M. a breach was effected in the sea-wall of the fort, and at nearly the same time one of the tremendous concentrated broadsides of the Thunderer swept in the whole side of the outer barrack square. What with the smoke of the guns and dust of crumbling walls, the movements of the troops

within could not for a time be ascertained, but the signal was made by the commodore for the Turkish troops, previously assembled alongside the Cyclops, to land. Immediately the boats of the different ships containing the Turkish soldiers, commanded by Colonel Laué (a Prussian officer in the service of the Porte), and accompanied by Rear-Admiral Walker Bey and Captain Austin, quitted the Cyclops, and pulled steadily towards the shore. Before a man could land, a heavy fire of musketry was opened upon the boats from the barracks and different buildings, which was responded to by the carronades in the British boats. The landing was effected with some loss, and the castle was taken possession of.

Commander Mansel, of the Wasp, was now directed to land the marines, brought out by the Stromboli, under Captain Whylock and Lieutenants Alexander Anderson and Charles F. Hockin, on the south-west side of the town, which was done with gallantry and skill. These were accompanied by about twenty of the Stromboli's seamen, under Lieutenant John Russel and William Chamberlayne and Henry Warren, mates, and James Hunt, midshipman. The Austrian marines also landed at the same time. The first battalion of marines was next landed to the northward of the town, in the Gorgon's boats, under the command of Captain Morrison, headed by the commodore, accompanied by Captain Henderson.

The signal was then made for the whole to move forward simultaneously, and for the Turkish troops to cross the causeway, or bridge, leading from the castle to the town ; a work of no small peril, as the passage was defended by a host of men. Walker Bey, Captain Austin, and Arthur Cumming, mate of the Cyclops, at this juncture gallantly volunteered to head the Turks in their advance, and the latter, following the example of their dashing leaders, under the direction of Colonel Laué, moved forward at a quick pace. The marines on the right and left of the town also moved on, and, after a sharp but brief struggle, the Egyptians were driven out of the barrack at the foot of the bridge, and retreated up the narrow arched streets. A large house situated near the barrack still held out, and a party of Egyptians continued firing on the assailants, and at length, headed by

Hassan Bey, the gallant leader of the Egyptian forces, attempted a *sortie*. This was met by the British marines; but this brave man, after firing three times upon his assailants, fell with three musket-balls in his body. No further resistance was offered at this point, and 1,800 Egyptians laid down their arms, and were immediately marched across the causeway to the castle.

In the meanwhile the Egyptians, pursued by the allies, retreated along the streets towards the citadel, which stood in the centre of the town. The different attacking parties soon became further subdivided, and the conflict, or rather pursuit, was continued by each through most of the streets of the city. The Egyptians at length took refuge in a vaulted barrack, in which were found upwards of 1,000 men lying ready for a *sortie*, should occasion offer, or to throw down their arms if discovered; and the latter was their fate. In five hours from the commencement of the bombardment, Sidon was conquered.[1]

Commodore Napier mentioned his companions in arms in the following honourable terms:—"I have much reason to be satisfied with the captains, officers, and men under my orders; all showed the greatest zeal; English, Austrians, and Turks vied with each other. Commander Mansel is an old officer well deserving of promotion. Messieurs Maguire and Price, old mates, are both severely wounded, and behaved most gallantly, as did Mr. Cumming, mate of the Cyclops, whose conduct was seen by Captain Berkeley, who wrote him a strong letter on the occasion, and I trust their lordships will promote him. My aide-de-camp, Lieutenant Stephen Bradley, was also forward on all occasions. The Archduke Frederick placed his ship well, and kept up an excellent fire. Walker Bey, Turkish rear-admiral, who was there by accident, was the first to advance along the causeway." The commodore affixed the following postscript to his hastily-

[1] This achievement—of storming, with 900 allies and 500 Turks, a town protected by a fort and citadel, and a line of wall defended by 2,700 men (all of whom were taken prisoners)—must be regarded as of no mean merit. It places Commodore Napier in a highly favourable point of view, when we consider how comprehensive and correct were the views which actuated his conduct. The energy, too, with which he carried out the enterprise was of a stamp rarely equalled.—*Hunter.*

written letter :—"It has come to my knowledge that there was a complete race between Mr. James Hunt, midshipman of the Stromboli, and Signor Dominica Chinca, midshipman of the Austrian frigate Guerriera, who should first place the colours in the part of the town where they landed." The effect of this postscript was to obtain for Mr. Hunt, by an order in council (he not having served his time) his lieutenant's commission ; but the credit of *first* planting the British colours on the walls of Sidon belonged in reality to First Lieutenant Alexander Anderson, of the marines, who had some time previously to Mr. Hunt planted, nearly on the same spot, a union-jack, which he soon afterwards removed to a higher part of the town.

The loss sustained by the allies was as follows : Lieutenant of marines Charles F. Hockin and two British and one Austrian seamen killed ; and William K. O. Price (Revenge) and Rochfort Maguire (Wasp), mates, and John Thompson, boatswain (Cyclops), five seamen, twelve marines, and one Austrian seaman, wounded. seven of whom severely. Total : four killed and twenty-one wounded. Twelve only of the Turkish troops were wounded.

On the 2nd of October a gallant exploit was performed by Commander Henry J. Worth with the boats of the Hastings and Edinburgh. Two soldiers, deserters from the Egyptian forces at Beyrout, arrived on board the Hastings, and gave information that the sea fort contained 200 barrels of powder, to which a train had been laid by the Egyptians, across a stone bridge communicating with the town, which it was their intention to fire, in the event of an attack being made upon it. These soldiers offered to accompany a party to sever the train, and to point out where the powder was deposited. The undertaking presented great difficulties, but which were apparently so many inducements to make the attempt. Three boats of the Hastings were accordingly despatched to land under cover of the guns of the launch and pinnace of the Edinburgh (in which were Lieutenants William Clark and Henry S. Hawker), Commander Worth being accompanied in his enterprise by Lieutenant Charles F. Schomberg and Robert Tench Bedford, mate. In order to divert the enemy's attention from the boat expedition, the Edinburg' and Hastings opened fire upon the batteries. In

the meanwhile the party landed, and, under guidance of the deserters, found and severed the train. Scarcely had this been effected, when the train was fired in the town. The party then broke into the fort, and succeeded in removing thirty-one barrels of powder to the boats, and in throwing sixty or eighty into the sea. Numerous troops having now assembled near the castle, Commander Worth determined to retreat to the boats; but, in effecting this, Frederick Luscombe, a young midshipman of much promise, was killed by the fire of musketry opened upon the party, and three men were wounded, one dangerously.

Captain Henderson being desirous of disconnecting the bridge which led from the above-mentioned castle to the town, conceiving it might be of service in the event of an attack being made upon it, the ships opened fire upon the bridge, but finding that it would occupy much time, and as it was in the first place desirable to remove the powder which still remained in the castle, Commander Francis D. Hastings, of the Edinburgh, undertook to remove it, he being accompanied by Commander Worth, who gallantly volunteered his services on the occasion. In the Edinburgh's boats were Lieutenants William Clark and Graham Ogle, Charles S. Norman, mate, and W. G. Herbert, H. Boys, and — Owen, midshipmen; and in those of the Hastings, were Lieutenant John Morshead, and Robert T. Bedford, James S. Davison, and Charles F. Chimmo, mates. The boats, on the afternoon of the 5th of October, pushed off under an admirable fire from the two ships, and effected an entrance to the castle through a hole on the east side, notwithstanding a tremendous fire of musketry from the walls of another fort to the eastward. Under the direction of Mr. Campbell, boatswain of the Edinburgh, a great deal more powder was thrown overboard; but the night closing in, Captain Henderson made the signal of recall, and the boats returned to the ships, after an absence of forty minutes, leaving only a small quantity in the magazine. The same night the Egyptians blew up the castle. The above services were highly creditable to all concerned; and the latter exploit was attended with no loss, and only one marine of the party was wounded.

On the 9th of October, the result of a successful attack made by the Turkish troops, by Commodore Napier, upon

the troops of Ibrahim Pacha, occupying the mountains near Beyrout, the town was evacuated; and on the same day 2,000 Egyptians delivered themselves up as prisoners of war. In the course of a few days, Tripoli, Tortosa, and Latakia were evacuated by the Egyptians, and taken possession of by the country people well disposed towards the Sultan. Thus the whole line of Syrian coast, with the exception of the fortifications and town of St. Jean d'Acre, had fallen; and this, the strongest and best-prepared defence of Mehemet Ali, had soon also to succumb to British prowess.

To undertake the reduction of this fortress, however, was a matter requiring deliberation. The season of the year was unpropitious, for at about this time the Syrian coast is visited by heavy gales from the north-west. A French squadron also was known to be jealously watching the progress of the British. Commodore Napier and Rear-Admiral Walker Bey, notwithstanding, strongly urged the attempt to be made immediately, but Sir Robert Stopford demurred. Colonel Sir Charles Smith, commander-in-chief of the forces, also was not over sanguine as to what the result of an attack would be in a military point of view; and under all the circumstances, further proceedings would have been stayed, but for the arrival of despatches from England.

In acknowledging the receipt of the foreign secretary's letter, received on the 27th of October, Sir Robert Stopford gives an idea of its contents when he says, he is therein directed "to make, under certain circumstances, an attack upon the fortress of St. Jean d'Acre." What these "certain circumstances" were, however, is not expressed; but wanting only some plausible cover for undertaking the risk, the admiral gladly availed himself of Lord Palmerston's letter, and gave instant orders for the attack. Lord Palmerston's despatch was dated October the 5th, and before one month had elapsed, Acre had fallen.

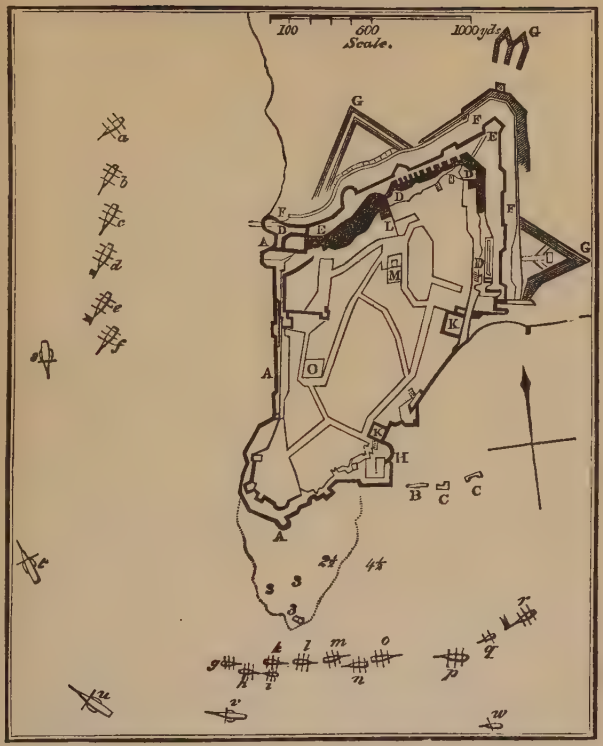
As a preliminary step, the Turkish rear-admiral proceeded under the walls of Acre in his ship, to demand the surrender of the fortress, but without success; and on the morning of the 31st of October, the force destined for the attack got underweigh from Beyrout, having on board 3,000 Turkish troops. The squadron was composed of the following British

ships, commanded as before stated.[1] Princess Charlotte, Powerful, Bellerophon, Revenge, Thunderer, Edinburgh. Benbow, Castor, Carysfort, Gorgon, Vesuvius, Stromboli, Phœnix: Austrian frigates, Medea, Rear-Admiral Bandiera, and Guerriera, under the command of his Imperial Highness the Archduke Frederick: Arabian corvette, Lipsia; and Turkish 74-gun ship Mookad-dimoy-i-hire,[2] bearing the flag of Walker Bey.

On the afternoon of the 2nd of November, the expedition reached the bay, and anchored about two miles off the town, where the Pique, Talbot, Wasp, and Hazard had been lying for some days. At a council of war held the same night, it was determined that the bombardment should take place on the succeeding day at as early an hour as the wind would permit. The task of sounding and buoying off the channels leading to the batteries had been performed with much skill by the masters of the Talbot and Pique (George Biddlecombe and J. C. Barlow), under the orders of Captains Boxer and Codrington; and to this preliminary, which will be hereafter noticed, the comparative impunity with which the squadron escaped was chiefly owing. The night preceding the attack was also employed by many officers in perfecting their knowledge of the different localities of the shoals; and in particular the master of the Edinburgh, John Davies, whose ship was ordered to attack the south side, sounded to within musket-shot of the batteries, from which his boat was twice fired at. Various arrangements were made as to the different positions which the ships should respectively occupy, but many of the plans were defeated, and we think it will save both the reader's time and patience, if we point out at once the precise spot which each ship did in fact occupy on the eventful day. The plan with which we now present our readers is from actual measurement, and the positions of the different ships are also equally correct, they being determined by angles taken by Mr. Davies, master of the Edinburgh.

[1] See page 521.

[2] Mr. Hunter, in his lively description of this ship, renders this unpronounceable name "the days of yore," or "*la félicité des jours passés.*"



a Pique	*g* Lipsia (Arab)	*n* Hazard	*t* Phœnix, st. v.
b Bellerophon	*h* Medea (Aust.)	*o* Edinburgh	*u* Stromboli, st. v.
c Thunderer	*i* Guerriera (do.)	*p* Benbow	*v* Vesuvius
d Pss. Charlotte	*k* Talbot	*q* Wasp	*w* A cutter
e Powerful	*l* Carysfort	*r* Turkish Adml.	
f Revenge	*m* Castor	*s* Gorgon, st. v.	

AAA Stone wall about 25 feet in height. B Ancient mole, destroyed. CC Small forts abandoned and ruined. DDDD Batteries on the land side attempted by the French in 1799. EE Works besieged by Ibrahim Pacha in 1831 and 1832. FFF Covered way. GGG Unfinished outworks. H Gate of Customs. KK Khans. L Citadel. M Mosque. O Palace. The deep parts inside the wall EE show the damage occasioned by the explosion of the magazine.

In order the better to observe the proceedings of the attacking ships, which were by the nature of the service separated, the admiral, accompanied by Sir Charles Smith, embarked on board the Phœnix, leaving Commodore Napier to conduct the division appointed to act against the western or strongest side.

At 9h. 30m. A.M. the signal was made to weigh, but the light southerly breeze prevented the squadron from approaching the batteries. At a little before 1h. P.M., however, the sea breeze set in, and the whole bore up nearly before it. The Powerful, closely followed by the Princess Charlotte, Thunderer, and Bellerophon, stood to the northward, and then steered for the batteries. The positions taken up by the ships of this division, were to a great degree faulty; since a large proportion of the enemy's forts were left unengaged, and the fire of the northernmost ships rendered comparatively ineffective. The cause of this error, as nearly as we can learn, was as follows :—The plan laid down for the attack was formed upon the supposition that the ships would enter by the *southern* passage; but the change of wind at 1h. P.M. rendering this impracticable with the line-of-battle ships, the original design was given up, and the squadron obliged to round the *northern* end of the shoal, and enter the channel in the opposite direction. Had the ships entered as proposed, the Powerful was to have brought up abreast the southern angle of the west front, and the other ships were to have passed on the outside, and anchored to the northward. The commodore finding the necessity of deviating from the course originally laid down, made the signal that "he intended attacking *north* batteries;" meaning, no doubt, that the ships astern should pass on and anchor to the *southward* of him; in fact, intending only that the original line should be reversed; but this intention not being properly understood, the Princess Charlotte and other ships, as soon as the Powerful had anchored, brought up astern, and to the northward of her, as had been before agreed upon. The consequence was, that these ships generally were from 800 to 1,000 yards too far to the northward.

At 2h. 17m., just as Commodore Napier's division had anchored and opened fire upon the western line of batteries, the Castor and Talbot gallantly leading the division (con-

sisting of the Edinburgh, Benbow, Carysfort, Hazard, and Wasp), appointed to act against the southern face, dropped anchor in less than four fathoms water, within about 700 yards of the fort, and opened a spirited fire, while the remaining ships passed on to take their stations. The Edinburgh at the same time commenced firing; and having cleared the Castor, reopened a heavy fire, and dropped a stern anchor close upon that frigate's starboard bow. The remaining ships (including also the Turkish admiral, which anchored to the eastward, and the Austrian ships, which brought up to the westward) anchored as most convenient by the head or stern, and at about 2h. 30m. the action had become general. The admiral observing the vacant space ahead of the Powerful, at about 3h. P.M. directed the Revenge (which ship had been ordered to keep underweigh as a reserve) to proceed and take it up; and in a short time this ship was admirably placed ahead of the commodore. The Pique anchored to the northward of the whole.

"Soon," wrote Mr. Hunter, "observation was confounded by the continuous roar of cannon, and by the masses of smoke, which in many-piled wreaths began to envelope as well the ships as the fortress. When the smoke at short intervals cleared away, we got a glimpse of one or more of the embrasures; but, for the most part, the only object seen to mark their locality was the blaze of lurid fire issuing from the pieces at the moment of discharge." Thus affairs continued till a little past 4h. P.M., when the whole fortress was illumined with an intense blaze of light, which was as suddenly succeeded by a dense cloud of smoke, dust, bursting shells, and large fragments of stone, &c. The principal magazine, supposed to have contained some thousands of barrels of powder, had exploded; believed to have been the effect of a shell thrown by one of the steam-ships. The cannonade, which for a second had been stayed, was succeeded by a loud and long cheer, which resounded from ship to ship, and the firing was resumed, and continued till near sunset, when not more than twenty guns in the batteries remaining undisabled, the admiral made the signal to "cease firing." Each ship accordingly left off action, but continued at anchor, ready to renew it at a moment's notice; but this was unnecessary, for never was a place more completely torn to pieces.

To describe a tenth part of the devastating effects of the British fire, and of the explosion, would be vain : embrasures were beaten into one, and the parapets throughout so much damaged as to be nearly useless; guns, some split from breech to muzzle, were thrown from their carriages to inconceivable distances, and others rendered perfectly unserviceable. "By the explosion, two entire regiments, formed in position on the ramparts, were annihilated, and every creature within the area of 6,000 yards ceased to exist ; the loss of life being variously computed from 1,200 to 2,000 persons."[1]

The losses of the allies were as follow: Princess Charlotte : one seaman killed. Powerful : three seamen and one marine wounded ; one of the former severely. Revenge : two killed, and three seamen (severely) and one marine slightly wounded. Edinburgh : two seamen and two marines killed, and Commander Hastings, John Davies, master, Joseph Plimsoll, assistant surgeon, and Henry Boys, midshipman, one seaman, one sergeant of marines, and one boy wounded.[2] Castor : four seamen killed, and four seamen (one severely) and three marines (two severely) wounded. Talbot : Lieutenant Bulkeley G. Le Mesurier (mortally), Henry Haswell, mate (slightly), and one seaman severely wounded. Wasp : five seamen (severely) and one marine wounded. Hazard : one marine and one boy wounded. Turkish Admiral : four men killed, and three wounded. Medea (Rear-Admiral Bandiera's flag-ship) : one killed, and four wounded ; and Guerriera, one killed, and two wounded. Bellerophon, Thunderer, Benbow, Pique, and Carysfort, as well as all the steam-ships, escaped without loss. Total : British loss, twelve killed, thirty-two wounded ; Austrian, two killed, and six wounded ; and Turkish, four killed, and three wounded : making in all eighteen killed and forty-one wounded. The Powerful was the only ship which had a spar shot away, and she lost her main-topgallant-mast.

The cause of this escape from loss has been thus accounted for. When the task of buoying-off the shoal along which the ships were to pass was being performed, the Egyptians

[1] Colonel Sir Charles Smith's despatch.

[2] This loss was principally occasioned by a shell which pitched upon one of the quarter-deck guns, and exploded as the ship was running down to take up her position under the batteries.

believed the boats to be laying down the positions which the ships of the squadron were to occupy, and laid their guns accordingly. The carriages being then raised to the desired range by planks and sand-bags, and the embrasures blocked up, it was impossible to train the guns either to the right or left. But as all the ships anchored at some distance inside the buoys, the shot from the batteries flew harmlessly over them, merely cutting away rigging and sails, &c. After the firing had commenced, the smoke prevented the Egyptians from discovering the effects of their firing, and the torrent of shot, which speedily removed the sand-bags from the embrasures and came pouring through them, rendered it utterly impossible to remedy the defect, even had the error become known. Had the ships anchored farther out than they did, the loss of life must have been severe; for the water at a few dozen yards outside the ships, where the shot and shell pitched, was observed in a perfect foam.

On the sea-batteries of Acre 147 guns had been mounted, besides five 13-inch mortars and many others; the place had ammunition enough for a ten years' war, and was abundantly victualled and stored for a long siege. The garrison at the commencement of the bombardment is supposed to have consisted of 4,500 men, exclusive of 800 cavalry posted outside the town. The total number killed and wounded cannot be correctly ascertained; but it is probable that the number stated in the extract given from Colonel Smith's letter includes all that fell on this, to them, disastrous day. The prisoners amounted to 3,000. On the following morning the strong fortress of the East was taken possession of, and all the troops under Sir Charles Smith were landed. and took up their quarters in the town.

On the 6th, a second explosion of shells took place in the ruins of the magazine in which a party of men were at work, by which one of the Benbow's marines was killed, Captain Collier had his leg broken, and many others were seriously injured.

In concluding his official account of the fall of St. Jean d'Acre, Sir Robert Stopford bore testimony to the exertions of those under his orders. "When I see," he wrote, "the effects of our fire upon so formidable a fortress, I cannot help feeling the greatest obligation to every officer and man

engaged in this enterprise. The cool, steady, and beautiful style in which the ships and vessels, through shoals and banks, came into their positions, and the noble spirit that animated the whole, in the destructive fire opened and maintained against a very smart return from the forts and batteries, were most gratifying, and drew forth my admiration, being enabled from the steamer to observe the simultaneous attack upon both faces; but where all were animated with the same spirit, and each did his duty to my heart's content, it cannot be possible for me to single out cases of individual merit. I may be allowed to observe, however, that in confiding to Captain Fanshawe, my flag-captain (who had been of great service to me in the previous details and arrangements on this and former occasions during the expedition), the charge of conducting my flag-ship, while it behoved me to survey and direct the whole, he most ably fulfilled his trust." Lieutenant William F. Glanville, the admiral's flag-lieutenant, was also alluded to in terms of great praise; and the captains, officers, and crews were especially thanked by the admiral for the assistance each ship had respectively rendered.

The rewards merited by these important services were not withheld. Sir Robert Stopford had already attained all the military distinctions which could be bestowed. The admiral, however, received the thanks of both Houses of Parliament, and the freedom of the city of London, in an elegantly-carved oaken box. The sultan transmitted a letter of thanks, the imperial *nishán* of honour and merit, and a sword, the handle of which was studded with jewels. The Austrian, Prussian, and Russian emperors also conferred marks of distinction upon the gallant admiral. Commodore Napier was advanced to be Knight Commander of the Bath; and the captains present at the bombardment of Acre, not previously so decorated, including Captains Fanshawe, Austen, Waldegrave, Berkeley, W. W. Henderson, Stewart, Collier, Boxer, Martin, Codrington, W. H. Henderson, and Austin, were made companions of the order. Ten commanders received a step, and twenty-three lieutenants, and about fifty mates were promoted, most of whom have been named in the foregoing pages. Vice-Admiral Walker Bey was appointed an Honorary Knight

Commander of the Bath. Sir Charles Felix Smith and the land forces also received the thanks of Parliament, as did also the officers and ships' companies of the squadron. The Sultan subsequently bestowed diamond-hilted swords upon the captains engaged on the coast of Syria, and at Alexandria; and medals of gold, silver, and copper, for the captains, officers, seamen, and marines, were also conferred. The naval medal has lately been added to the distinctions gained on this occasion.

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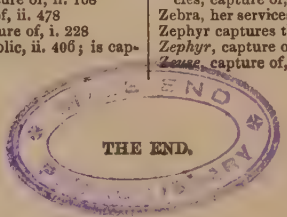

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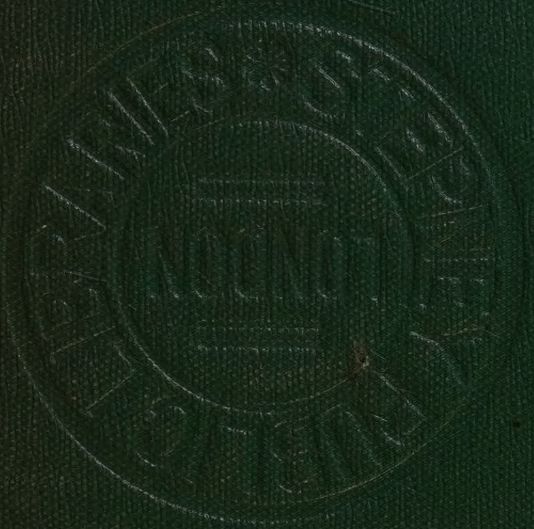
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